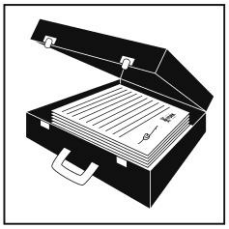

Notice of a public
Decision Session - Executive Member for Transport

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 18 January 2022

Time: 10.00 am

Venue: Remote Meeting

A G E N D A

In view of the changing circumstances around the covid-19 pandemic, this meeting will be held remotely. Any decisions made will form recommendations to the chief operating officer.

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Services by **5:00 pm** on **Thursday 20 January 2022.**

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 14 January 2022.**

1. Declarations of Interest
At this point in the meeting, the Executive Member is asked to declare:

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

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

2. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering is 5.00pm on 14 January 2022 Members of the public can speak on agenda items or matters within the remit of the committee.

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

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

3. Acknowledgement of Receipt of Petitions (Pages 1 - 12)

To acknowledge receipt of two petitions and to present options for addressing the concerns raised.

4. Directorate of Place 2021/22 Transport Capital Programme – Monitor 2 Report (Pages 13 - 36)

This report sets out progress to date on schemes in the 2021/22 Transport Capital Programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

5. Burton Stone Lane – Ward Committee Scheme (Pages 37 - 78)
– Traffic Calming Improvements
This report should help inform the Executive Member's decision on how to take a scheme forward to address residents' concerns regarding existing traffic levels following the request of a review from the Clifton Ward Team and a residents petition.

6. Tadcaster Road Sustainable Transport Scheme (Pages 79 - 108)
- further detail
This report provides further information on the Tadcaster Road Sustainable Transport Scheme as requested at the Executive Member Decision Session in October 2021.

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

Democracy Officer:
Robert Flintoft
Contact details:

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

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 **(Cantonese)**

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. **(Turkish)**

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

☎ **(01904) 551550**

Agenda Item 3

Decision Session – Executive Member for Transport **18 January 2022**

Report of the Director of Environment, Transport and Planning

Acknowledgement of receipt of petitions

Summary

1. To acknowledge receipt of two petitions and to present options for addressing the concerns raised.

Recommendations

2. The Executive Member is asked to:

   Note the petitions and updates given in this report, and to consider whether to approve the proposed way forward for the resolution of the items raised in the petitions.

   Reason: Because appropriate actions to address the concerns raised can be appropriately considered and developed to achieve satisfactory outcomes

Background

3. Two petitions have been received (see Annex A for copies of the front pages) regarding:

   - Irwin Avenue and Malton Avenue (presented by Councillor Douglas at Full Council on 21st October 2021), and
   - Black Dike Lane / Manor Close (presented by Councillor Hook at Full Council on 21st October 2021).

4. **Irwin Avenue / Malton Avenue**:
   - Residents have raised strong concerns about danger to residents due to speeding traffic on the two streets and request that consideration be given on how the streets can be made safer.
   - Residents would prefer blocking off of Irwin Avenue as a through road from Dodsworth Avenue and to make the junctions at Dodsworth Avenue and Malton Avenue onto Heworth Green left turn only.

5. Discussions between Transport officers and Councillors Douglas and Perrett on 29th September highlighted that residents consider that displacement of traffic onto Dodsworth Avenue due to projects elsewhere is causing an increase of traffic on Dodsworth Avenue and queuing back from the junction with Heworth Green. This queuing is resulting with vehicles choosing to cut through via Irwin Avenue as this is a more attractive and quicker option. The openness of Irwin Avenue (parking is off road) allows for vehicles to pass through at increased speed, despite the 20mph speed limit.

6. Concerns about speeding on Irwin Avenue have already been raised by residents with North Yorkshire Police, who are reviewing the matter through the Speed Management Protocol process (SMP, YK2112660 May 2021) and is awaiting data collection. This is the recognised process for dealing with speed concerns and the outcome of the SMP review will determine the requirements for any engineering measures.

7. Other measures, such as those suggested by residents, can be considered as part of the Speed Management Programme in 2022/23 but should be considered alongside any recommendations from the outcome of the SMP review.

8. **Black Dike Lane / Manor Close**:
   - Residents have raised concerns about road safety (risk of serious accident) due to vehicles driving at an inappropriate speed and increasing volume of traffic, especially larger vehicles, using the route.
   - The petition further explains that Black Dike Lane is a narrow country lane / part residential. The road has a blind bend and no footpaths. Residents consider that the lane is unsafe for pedestrians, especially children and a few wheelchair users, and for horse riders who regularly use the lane.

- Residents ask the Council to address these concerns by including speed reduction, restricting access for large vehicles, and possibly introducing a gated closure of the lane at the A59 junction.

9. Traffic levels and speeds on Black Dike Lane and more generally through Poppleton were considered during the planning and delivery of the Poppleton Bar Park & Ride site and A59/A1237 roundabout improvement scheme in 2012. Surveys undertaken at that time indicated that the majority (70%) of vehicles using Black Dike Lane had an origin or destination in Poppleton. A temporary 'No Vehicles Except for Access' restriction was put in place during the construction works to discourage additional traffic using Black Dike Lane when queue lengths on the A59 were expected to be longer. The potential to introduce this on a permanent basis could be considered following updated survey work.

10. A speed concern has separately been raised with NYP by a resident of Black Dike Lane, with reference to the issue being "excessive speed by vehicles entering a blind bend on a single track road with no footpath, after bend drivers will accelerate hard to 60 limit (single lane with no footpath) or even in the 30 limit towards the village". This complaint will be considered through the SMP process, although speed data is still to be collected. Thereafter the review by NYP will determine if further action is required.

11. Any recommendations from NYP could be taken forward under the Speed Management or Danger Reduction programme as a scheme in 2022/23 and give due consideration to the other concerns raised.

12. Subsequent to the receipt of the petition, a separate email has been received from Poppleton Parish Council via Councillor Hook, which further highlights the issues being experienced by residents and provides suggestions by the Parish Council on how to remedy these issues. The emails are provided in **Annex B.**

Consultation

13. No consultation is required at this stage. Details will be confirmed at the next stage in the process.

Options

14. Option 1 – note the petitions and the updates on responses / action taken so far.

15. Option 2 – note the petitions and add the issues to the proposed 2022/23 programmes for further investigation and development of potential solutions.

16. Option 2 is the recommended action.

Council Plan

17. This report helps ensure the Council achieves its objectives of:
    - Getting around sustainably
    - A greener and cleaner city
    - Safe communities and culture for all
    - Good health and wellbeing, and
    - An open and effective council

Implications

18. This report has the following implications:
    - **Financial** – subject to approval and prioritisation against other schemes the feasibility studies and works could be developed and funded through the 2022/23 capital programme.
    - **Human Resources (HR)** - none
    - **Equalities** – improvements could be made to improve road safety for vulnerable road users.
    - **Legal** - none
    - **Crime and Disorder** - none
    - **Information Technology (IT)** - none
    - **Property -** none
    - **Other** - none

Risk Management

19. None. Details will be confirmed at the next stage in the process.

Contact Details

Author:

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Transport
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Co-Author's Name
Title
Dept Name
Tel No.

Chief Officer Responsible for the report:

James Gilchrist
Director of Environment, Transport and Planning

Report Approved √ **Date** 10.01.22

Wards Affected: Heworth and Rural West York **All** ☐

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A – front cover of petitions
Annex B – email from ward member and parish council

List of Abbreviations Used in this Report

SMP – Speed Management Protocol
NYP – North Yorkshire Police

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Annex A – Black Dike Lane / Manor Close Petition

We, the undersigned residents of Black Dike Lane, Manor Close and other residents with garages in Black Dike Lane, are concerned about the risk of a serious accident due to vehicles driving at an inappropriate speed and the increasing volume of large vehicles using the lane.

Black Dike Lane is partly a single track country lane and partly a narrow residential lane with 31 houses (including those in Manor Close), a blind corner and, along most of its length, no footpaths.

We consider that the lane is now unsafe for both pedestrians, especially the four residents who use wheelchairs and children, and riders of the horses and children's ponies stabled in the lane.

We petition that the council produces a plan to address the problems highlighted and work with partners to achieve this including speed reduction, restricting access to large vehicles and possibly gated closure of the lane at the junction with the A59.

Name	Address	Signature

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Annex A – Irwin Avenue/Malton Avenue petition

Petition to City of York Council from the residents of Irwin and Malton Avenue, YO31 7TX

The residents of Irwin and Malton Avenues have very strong concerns about the danger to pedestrians caused by speeding traffic on the two streets and petition the Executive to consider their suggestions for how the neighbourhood can be made safer.

Of the 42 residents and 37 households who have signed the petition the most favoured solution is to block Irwin Avenue as a through road from Dodsworth Avenue and make the junctions at Dodsworth Avenue and Malton Avenue onto Heworth Green left turn only to help with traffic flow.

I urge you to consider the residents concerns and work with the community to improve road safety on Irwin and Malton Avenues.

Submitted at Full Council on 21st October 2021 by Cllr. Claire Douglas (Heworth)

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ANNEX B

Email received Friday 10th December from Ward Member.

"Thank you for confirming receipt of my petition re Black Dyke Lane.

When they heard about it, Upper Poppleton Parish Council called a meeting to discuss the issue.

The email below sets out the thoughts of the Parish Council. I thought it might be useful if I forwarded it to you for consideration when the report is being written.

I do not necessarily agree with everything in the email (and the meeting only had 12 members of the public whereas I spoke to approx 40 residents of Black Dike Lane and got signatures of more), but in the interests of consultation of all parties concerned, I thought I should forward it.

The main point I disagree on is that I cannot see why it will be bad for traffic to use Hodgson Lane instead of Black Dike Lane when the former is twice as wide and has a safer (though not ideal because of the 60mph speed limit) junction with the A59.

Email from Poppleton Parish Council to Ward Member,
dated 3rd December 2021

"The Parish Council has received a number of complaints from residents who are anxious about the speeding traffic along Black Dyke Lane, Upper Poppleton, York. Whilst there have not been any serious accidents, there have been a number of very 'near misses'.

This lane is a single-track road with a blind bend and no meaningful footpaths, linking the village to the A59 Harrogate Road. The Poppleton end of the road has housing, some of which has young children and at least four houses have occupants with severe health problems and who are dependent on mobility scooters.

The A59 end of the road has no housing but the local farmers need access to the fields on either side of the road which they do by driving agricultural machinery from the A59 down Black Dyke Lane to the appropriate farm gates. The farmers try to avoid accessing from the village end as heavy machinery is inappropriate in the housed area.

ANNEX B

1. *There have been suggestions of making this road a cul-de-sac by fencing off the Harrogate end, but the Upper Poppleton Parish Council at its recent meeting unanimously rejected that* idea on the grounds of access for emergency vehicles, access for heavy vehicles such as waste collection lorries, access for other large vehicles such as removal vans etc. If there was a cul-de-sac it would necessitate these and other vehicles reversing out of the lane onto busy Station road, a hazardous procedure as visibility is poor owing to housing on the corner and there is no possibility of a turning circle beyond the existing houses outbound. Furthermore, if sealed off, then there would be more traffic on the parallel Hodgson Lane, which is not very wide, and this would inevitably lead to complaints from residents living on that road.

2. *Remedies to nullify the problem on Black Dyke Lane are made below:*
    a. *Make this lane a 20mph zone (presently 30mph) with signs to that effect at either end*
    b. *Warning NO FOOTPATH signs*
    c. *Sign to the effect SINGLE CARRIAGEWAY*
    d. *Enhance the blind bend sign.*
    e. *Consider a speed camera strategically sited*
    f. *Consider a 'speed hump' just beyond the houses*
    g. *Prohibit HGVs except for access*

The Parish Council asks that the City Council urgently considers and acts before a serious incident occurs".

Agenda Item 4

Executive Member Decision Session

18 January 2022

Report of the Director of Transport, Environment and Planning
Portfolio of the Executive Member for Transport

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

Summary

1. This report sets out progress to date on schemes in the 2021/22 Transport Capital Programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

2. The Executive Member is asked to:

   1) Approve the amendments to the 2021/22 Directorate of Place Transport Capital Programme.

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

Background

3. Following approval at Budget Council on 25 February 2021, the Transport Capital Budget for 2021/22 was confirmed at £44,241k. The budget was then amended to £22,095k in June 2021 when the Executive Member was presented with the Consolidated Transport Capital Programme, which included all schemes and funding carried forward from 2020/21, and adjusted the spend profile for the Outer Ring Road and York Station Gateway major schemes. Further amendments to the programme were made at the Monitor 1 Budget report in October 2021.

4. Following these amendments, the current budget for the 2021/22 Transport Capital Programme is **£21,879k**. This includes funding from the Local Transport Plan (LTP) grant and council resources, and significant funding from various external sources, including grant funding from the European Regional Development Fund (ERDF) for the completion of the Hyper Hubs project, the National Productivity Investment Fund, the West Yorkshire Transport Fund, the Transforming Cities Fund, and funding from the Department for Transport for the Outer Ring Road Dualling scheme. Details of the separate funding allocations are provided in Annex 1 with the funding sources for individual schemes identified in Annex 2.

5. There are several schemes in the programme where progress was delayed in 2020/21 due to the impact of the Covid-19 pandemic, as Transport Service resources were focused on the emergency Covid measures and developing and implementing the Emergency Active Travel schemes, and staff in the Highways section were redeployed to Waste Services to ensure essential services could continue throughout the pandemic. These schemes have been included in the 2021/22 transport capital programme, and feasibility and design has been carried out to develop schemes for implementation. Additional resources have been brought in to address the delays and progress the necessary detailed feasibility work for the Active Travel Programme. See Para 37-41.

2021/22 Major Schemes

6. The allocations within the Major Schemes block will deliver a significant programme of improvements to the city's infrastructure. Funding for these schemes has been secured from several external funding sources, with contributions from the council's capital budgets agreed to support these projects.

7. Following public consultation on the Outer Ring Road scheme in 2020/21, some concerns were raised, chiefly about the quality of cycling and walking facilities. Subsequently amendments were made to the scheme to address these concerns, and the revised proposals were presented to CYC Executive in September 2021. The Executive accepted the proposals, subject to the consideration of potential further amendments, and a planning application for the scheme is now being progressed and will be submitted in early 2022.

8. In parallel, work is ongoing to acquire land, develop the business case and complete the detailed design for the scheme. The construction stage is expected to start in mid-2023.

9. Planning approval was granted for the York Station Gateway scheme in February 2021, and work on the scheme has continued in 2021/22. The utility diversion works are expected to start in early 2022 with the main highway works planned to commence in Autumn 2022, with the scheme expected to be completed in summer 2024. The 2021/22 funding allocation has been adjusted to reflect the revised spend profiles for the scheme, following a review of expected costs and timescales.

10. Construction work on the Monks Cross Hyper Hub is complete, but the final electrical connection has been delayed due to historical legal issues, which are being addressed by the council's legal team, with the aim opening the site early in 2022 once the final connection to the grid is completed. The Poppleton Bar Hyper Hub is close to completion. Commissioning of the chargers, batteries, and electrical equipment will be carried out in December, and the site should be opened to the public by the end of January 2022.

11. Progress on delivery of the public EV charging infrastructure has continued. Chargers have been installed and are operational at Bootham Row, East Parade, Tang Hall, and Beehive Community Centre. Charging infrastructure has also been installed at Monks Cross Park and Ride (Hyperhub), Poppleton Bar Park and Ride (Hyperhub), Marygate Car Park, Nunnery Lane Car Park and Marjorie Waite Court. These sites require the completion of power connections prior to opening to the public and the intention is that this will be completed this financial year. Sites at earlier stages include Union Terrace Car Park, Rawcliffe Bar Park and Ride and Lowfield Green. The Hyperhubs project which provides rapid EV charging facilities under a solar charging canopy won "EV Infrastructure Project of the Year" at the Solar and Storage Awards 2021.

12. Work on the Smarter Travel Evolution Programme is continuing as planned. The most significant output of the STEP programme, a new strategic traffic model for the city has been delivered and is in use. This model is currently being used to assess the impact of

several major projects including the Outer Ring Road scheme and the strategic effect of the Local Plan and Local Transport Plan.

13. The real-time model has also been delivered and is in use by officers as part of front line traffic management activities. The accompanying data platform is in the implementation phase.

14. Green Light Optimized Speed Advisory (GLOSA) implementation is underway with internal testing due to take place in February, and a wider roll out intended after the outcome of this stage.

15. The detailed design for the City Centre Access/ Hostile Vehicle Mitigation measures has been progressed through 2021/22, but as the proposed scheme will not be implemented in 2021/22, it proposed to reduce the allocation for the scheme to £200k and slip the remaining funding to 2022/23 to allow the scheme to be implemented. Any changes to the funding allocation will be confirmed following the Executive on 13 January.

16. Following the decision to create a city centre Clean Air Zone (CAZ), an allocation was included in the Transport Capital Programme to fund work carried out by bus companies to improve emissions from their bus fleets The majority of the conversion work was completed in 2020/21, and the remaining work on the Connexions and the First York bus fleets will be completed in 2021/22.

17. The preferred location on Towthorpe Rd for the proposed station in Haxby was approved by the Executive on 9 December for further development. It is proposed to increase the allocation for the Haxby Station scheme in 2021/22 by £10k to fund the progression of additional development work.

18. The council was awarded £1.4m grant funding from the Transforming Cities Fund for the Tadcaster Road Transport Enhancements scheme to make improvements for cyclists and other sustainable transport modes, as part of a wider maintenance scheme being progressed by the council. Following preliminary feasibility and design work earlier in 2021/22, public consultation was carried out and reported to the October Decision Session meeting. The outline scheme has been developed to address the comments raised by the Executive Member at the meeting in October. A report presenting the proposed changes to the scheme is on the agenda at this meeting. It is proposed to integrate the majority of the changes to the section between Moor Lane

Roundabout and Blossom Street into the maintenance scheme with further work to be undertaken on the more complex areas prior to confirming the delivery programme. Further work will be carried out this year to complete the detailed design to enable the first phase of the scheme to be delivered in 2022/23 with the programme for the remaining sections to be confirmed once the feasibility work is completed.

19. The Scarborough Bridge Cycle Routes project (identified as Scarborough Bridge Sub Projects in the Major Schemes section of Annex 2) includes several schemes to improve facilities for cyclists on the approaches to the Scarborough Bridge Footbridge. The improvements to the Marygate Car Park path were completed earlier in the year, and following a trial allowing cyclists to use High Petergate during Footstreets hours carried out in 2020/21, approval has been granted to make this permanent.

20. The upgrade to traffic signals at the Bootham/ St Mary's junction was deferred to allow the Bootham/ Gillygate traffic signals upgrade to be implemented in September, and the work will be carried out in early 2022. The construction of a ramp at the end of St Mary's to provide a step-free access for pedestrians and cyclists has been delayed due to the need for utility equipment diversions (delivery delayed by resources affected by Covid but currently planned to commence at the end of January), and once these have been carried out, the construction of the scheme can be progressed.

21. Work is ongoing on the feasibility and design of the Castle Gateway Transport Development scheme, which aims to improve accessibility for pedestrians and cyclists, and increase levels of travel using active modes, as part of the redevelopment of the Castle Gateway area. It is proposed to reduce the 2021/22 allocation for this scheme to £200k, and slip the remaining funding to 2022/23, following a review of the expected feasibility and design costs in 2021/22. The delivery of the bridge over the River Foss is dependent on the progression of the Castle Gateway scheme which is the subject of a future report to the Executive. It is proposed to allocate additional funding to review the integration of route into the wider cycling network – see Para. 30.

2021/22 Transport Schemes

22. A review of the current programme has identified schemes where the allocations need to be amended to reflect scheme progress and updated cost estimates.

23. Following a review of the work required, the allocation for the resurfacing work at Rawcliffe Bar Park & Ride has been increased by £10k to £130k, to allow phase 1 of the work to be carried out in 2021/22. The second phase of the proposed resurfacing work will be considered for progression in 2022/23.

24. It is proposed reduce the allocation for the Park & Ride Advance Signage scheme to £30k, as the scheme has been completed at a lower cost than originally estimated.

25. Following the report to the November Executive meeting on the future funding and delivery of the Dial & Ride service, it was agreed that the two replacement Dial & Ride buses would be funded through a grant of £170k from the council to York Wheels. Due to the lead-in time for ordering the new buses, it is proposed to reduce the allocation in 2021/22 to £40k for the initial payments, and include funding in the 2022/23 programme for payment of the final balance.

26. As previously reported to the Executive in March 2020, the trial of retro-fitting tour buses to convert them to electric drive has ended, and it is proposed to remove the remaining £95k grant funding for this scheme from the 21/22 capital programme.

27. The council was awarded £500k grant funding from the Department for Transport for additional upgrades to traffic signals through the Traffic Signal Asset Renewal (TSAR) programme. A programme of upgrades to pedestrian crossings has been developed, but as the schemes will not be implemented in 2021/22 due to the length of time required for feasibility and design work, it is proposed to slip this funding to 2022/23.

28. Following the report to the November Decision Session meeting and the agreement to continue the existing one-way closure of Coppergate for a further six months, it is proposed to reduce the allocation for this scheme to £60k to allow improvements to the

existing traffic management equipment and preliminary design work for future options to be carried out in 2021/22.

29. The Council has provided an allocation of £100k to undertake a review of the barriers which restrict access to some of the cycle and walking routes in the city. The barriers are generally in place to restrict access by unauthorised motor vehicles, improve safety and to enclose livestock but many also restrict access to legitimate users. The survey work for this review will be undertaken in early 2022 followed by an audit of the layouts against current standards. Key stakeholders, such as local Ward representatives and cycling and access interest groups will be consulted to ensure any changes are prioritised effectively to provide the maximum benefit to those most affected by the restrictions as early as possible. In advance of the main review changes to the barriers on the Hob Moor cycle routes have commenced to improve accessibility for non-standard bicycles. Any comments on the changes are welcomed and should be sent to the walking.cycling@york.gov.uk email address. The impact reviewed prior to considering further alterations in the area.

30. It is proposed to add funding to the programme for a review of the proposed changes to the highway layout on Piccadilly included in the Castle Gateway Masterplan, to identity potential amendments and improvements to the current option. A report on the outcome of this review will be presented to Decision Session later in the year.

31. Funding was allocated in the 2021/22 programme for measures to improve the existing road closure at Victoria Bar. However, following requests to extend the scope of the scheme to review the wider area, and the need to consider the proposals to reduce car levels in the city centre, this work was put on hold. It is proposed to slip the funding to 2022/23 to allow a scheme to be developed that could incorporate all of these proposals and include the wider aims of the council's fourth Local Transport Plan.

32. Work on the Hungate development CCTV scheme has been deferred due to delays in the developer works on the Hungate site, and it is proposed to reduce the allocation for this scheme to £10k for the cost of surveys and design work in 2021/22, and slip the remaining funding to 2022/23 for the implementation of the scheme.

33. The Dropped Kerbs allocation provides funding for the installation of dropped kerbs throughout the city, and funding for additional

dropped kerbs in the Footstreets area of the city centre. It is proposed to increase the allocation for the Dropped Kerbs programme by £15k as the cost of the planned work on Fossgate is higher than originally expected.

34. It is proposed to reduce the allocation for the Pedestrian Crossing Review scheme to £60k, due to the lower cost of the proposed works in 2021/22. A number of new sites are being assessed to identify new pedestrian crossing locations, and funding will be included in the 2022/23 programme to progress future schemes.

35. A review of the Safety Schemes programme has been carried out and a number of amendments have been made to the scheme budgets to reflect the current cost estimates and timescales. This includes contributions to two ward committee schemes (Lancaster Way/ Tamworth Road roundabout and York Road Vehicle Activated Sign), as the cost of these schemes was higher than the available ward committee budget.

36. It is proposed to remove the allocation for the CityFibre Network scheme from the programme, as the scheme has been progressed without the need to use council funding.

Active Travel Programme

37. The council's Active Travel Programme includes the funding allocated for Cycling Schemes in the Summer 2019 budget, and the grant funding awarded from the government's Active Travel Fund for schemes to encourage the use of active travel modes (walking and cycling) through the provision of new/ improved infrastructure for across the city.

38. A list of priority Cycling Schemes was approved in 2020/21 for inclusion in the transport capital programme. However, further work on these schemes was not carried out due to the lack of staff resources to develop and implement the schemes, and progress was further delayed due to the focus on the COVID-19 measures and the Emergency Active Travel Fund schemes in 2020/21.

39. New Project Managers have now been appointed for the Cycling Schemes and indicative timescales for feasibility, design, and implementation of the schemes have been developed. It is proposed to reduce the allocation for Cycling Schemes to £200k for

the feasibility and design work to be progressed in 2021/22, and slip the remaining funding to 2022/23 for the implementation of the schemes.

40. The council was awarded grant funding from the government's Active Travel Fund (ATF) in November 2020 following a successful bid for funding. As with the Cycling Schemes, staff resources were also an issue for these schemes, and limited progress has been made to date. However, new Project Managers have now been appointed for the ATF schemes and indicative timescales for feasibility, design, and implementation of the schemes have been confirmed. It is proposed to reduce the allocation for these schemes to £250k and slip the remaining funding to 2022/23. The DfT have been notified of this spend profile in the update surveys.

41. Full details of the council's Active Travel Programme (comprising the Cycling Schemes and the Active Travel Fund schemes) are shown in Annex 3 to this report.

42. No other changes are proposed to schemes in the transport capital programme at this stage of the year. A number of schemes have already been completed, including upgrades to traffic signals at eight locations through the TSAR programme, improvements to car park signage, installation of new pay-on-exit systems at Marygate and Coppergate car parks, installation of a trial one-way system on Navigation Road, measures to improve safety at Clifton Green Primary School and at Hempland Lane/ Hempland Avenue, improvements to Speed Management measures at Elvington Lane and Sim Balk Lane, and an extension of the existing 20mph limit at Osbaldwick. A number of other schemes are being prepared for implementation in early 2022, and feasibility and design work is being progressed to develop schemes for implementation in 2022/23.

43. Details of the revised budgets are shown in Annexes 1 and 2 to this report.

Consultation

44. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.

45. Funding for the capital programme was agreed by the council on 25 February 2021. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents. A wider consultation regarding the council's budget for 2021/22 was carried out in winter 2020, as part of the process of developing the council's 2021/22 Budget.

Options

46. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

47. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety Scheme; complete the Hyper Hubs schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and Station Frontage major schemes.

Council Plan

48. The Council Plan has Eight Key Outcomes:

    - Well-paid jobs and an inclusive economy
    - A greener and cleaner city
    - Getting around sustainably
    - Good health and wellbeing
    - Safe communities and culture for all
    - Creating homes and world-class infrastructure
    - A better start for children and young people
    - An open and effective council

49. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve

traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

50. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.

51. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

52. The following implications have been considered.

- **Financial**: See below.
- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
- **Equalities:** There are no Equalities implications.
- **Legal:** There are no Legal implications.
- **Crime and Disorder:** There are no Crime & Disorder implications.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications.

Financial Implications

53. As set out in the report, there are a number of schemes where funding needs to be slipped to 2022/23 as the work will not be completed in 2021/22. This funding will be included in the 2022/23 Transport Capital Programme. Adjustments have also been made to scheme budgets to reflect changes to cost estimates and scheme progress, and the over programming amount has been reduced as a consequence of these adjustments.

54. If the proposals in this report are accepted, the Economy & Place Transport Capital budget for 2021/22 would be reduced to **£16,117k**, as set out in Annex 1 to this report.

Risk Management

55. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2021/22.

Contact Details

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Chief Officer Responsible for the report:
James Gilchrist
Director – Planning Transport and Environment

Report Approved Y **Date** 10/1/2022

Specialist Implications Officer(s) List information for all

Wards Affected: *List wards or tick box to indicate all* **All** ✓

For further information please contact the author of the report

Background Papers:
Directorate of Place 2021/22 Transport Capital Programme Budget Report – 13 April 2021
Directorate of Place Transport Capital Programme 2021/22 Consolidated Report – 22 June 2021
Directorate of Place Transport Capital Programme 2021/22 Monitor 1 Report – 19 October 2021

Annexes
Annex 1: 2021/22 Transport Budget
Annex 2: 2021/22 Transport Capital Programme
Annex 3: 2021/22 Active Travel Programme

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Annex 1 - Council Approved 2021/22 Transport Capital Budget

Funding	2021/22 Budget £1,000s	Amend ments £1,000s	Revised Budget £1,000s
Local Transport Plan Grant	1,582		1,582
Traffic Signal Asset Renewal Programme	1,887	-500	1,387
Developer Funding (Section 106)	97	-28	69
Clean Bus Technology Grant	312	-95	217
Local Transport Plan Schemes (CYC Funding)	745		745
Walking & Cycling Schemes (CYC Funding)	500	-440	60
Bishophill/ Micklegate Public Realm Improvements	230	-230	0
CCTV Upgrades Programme	157		157
Access Barrier Review	100		100
Car Park Improvements	38		38
Active Travel Fund	1,100	-850	250
Bridge Maintenance	515		515
City Fibre Network	410	-410	0
Flood Sign Renewal	200		200
Outer Ring Road Dualling	3,107		3,107
York Station Gateway	4,863	-1,922	2,941
Hyper Hubs	927		927
Smarter Travel Evolution Programme	1,501		1,501
EV Charging Asset Replacement	374		374
City Centre Access & Security	1,332	-1,132	200
Clean Air Zone	463		463
Scarborough Bridge	283		283
Haxby Station	650		650
Tadcaster Road Transport Improvements	150		150
Castle Gateway Transport Development	355	-155	200
Total	**21,879**	**-5,762**	**16,117**

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Scheme Ref	2021/22 Transport Capital Programme	21/22 M1 Budget £1,000s	Proposed M2 Budget £1,000s	Funding Source
	Public Transport			
PR01/21	P&R Site Upgrades	100	100	Local Transport Plan
PR02/21	Rawcliffe Bar Resurfacing	120	130	Council Resources
PT01/21	Bus Stop Improvements	100	100	Local Transport Plan
PT02/21	Regional RTPI Programme	126	126	Council Resources
PT03/21	Dial & Ride Buses	160	40	Local Transport Plan/ Council Resources
PT04/21	Germany Beck Bus Stops	38	38	Developer Funding
PT05/21	Hull Road/ Windmill Lane Bus Stops	21	21	Developer Funding
	Public Transport - Carryover Schemes			
PT01/17	P&R Advance Signage	40	30	Council Resources
TM08/15 PT02/14	School Bus Exhaust Refits/ Tour Bus Conversions	312	217	Government Grant
PR01/20	P&R Token Barriers	35	35	Council Resources
	Total Public Transport	**1,052**	**837**	
	Traffic Management			
TM01/21	Air Quality Monitoring	20	20	Local Transport Plan
TM02/21	Signing & Lining	70	70	Local Transport Plan
TM03/21	TSAR Programme	1,887	1,387	Council Resources/ Government Grant
	A19 Shipton Road / P&R Access			
	Hawthorn Road nr Lime Tree Ave			
	Front Street, Acomb			
	Haxby Road nr Park Avenue			
	Bootham / Gillygate Junction			
	Malton Road / Elmfield Avenue Junction			
	Heworth Green nr Dodsworth Avenue			
	Scarcroft Road / Scarcroft Hill			
	Micklegate Resurfacing			
	Clifton Moorgate/ Hurricane Way			
	North Moor Road, Huntington			
	The Village Haxby			
	Main Street Fulford			
	TSAR Previous Years			
	Additional TSAR Schemes			
TM04/21	Coppergate One-Way Closure	100	60	Local Transport Plan
New	Piccadilly Highway Layout Review		5	Local Transport Plan
	Traffic Management - Carryover Schemes			
TM05/19	Bishophill/ Micklegate Access Control	230		
TM03/20	CCTV Asset Renewal	157	157	Council Resources
TM07/18	Hungate CCTV	38	10	Developer Funding
TM03/19	Car Park Direction Signage	20	20	Local Transport Plan
TM07/19	Wigginton Road Multi-Modal Study	50	50	Local Transport Plan
TM08/19	Fulford Road Corridor Improvements	45	45	Local Transport Plan
TM10/19	Hopgrove Lane South Review	5	5	Local Transport Plan
TM14/19	The Groves Traffic Restrictions	50	50	Local Transport Plan
TM09/19	Car Park Improvements	38	38	Council Resources
TM06/19	City Centre Footstreets VMS	10	10	Council Resources
	Total Traffic Management	**2,720**	**1,926**	

Scheme Ref	2021/22 Transport Capital Programme	21/22 M1 Budget £1,000s	Proposed M2 Budget £1,000s	Funding Source
	Pedestrian & Cycle Schemes			
CY01/20	Cycle Schemes	600	200	Local Transport Plan
	University East-West Campus Link			
	City Centre North-South Cycle Route			
	Rougier Street/ Tanners Moat Cycle Gap			
	Fishergate Gyratory Pedestrian & Cycle Improvements			
	Hospital Fields Road Cycle Improvements			
	Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements			
	Accessibility Improvements (Cycle Barriers)			
	Terry's - Riverside Path Ramp Improvements			
	Skeldergate - Cycle Improvements at Build-outs			
	Fulford Road - Frederick House Development Improvements			
	Tang Hall Lane / Foss Islands Path Access Improvement			
	Nunthorpe Grove / Southlands Rd Point Closure Improvements			
	Nunnery Lane - conversion of Victor Street Puffin to Toucan			
	Manor Lane/ Shipton Road Junction Improvements			
	Cycle Margin Works			
CY01/21	Access Barrier Review	100	100	Council Resources
CY02/21	Cycle Minor Schemes	50	50	Local Transport Plan/ Council Resources
CY03/21	Business Cycle Parking	20	20	Council Resources
PE01/21	Dropped Kerbs	85	100	Local Transport Plan/ Council Resources
PE02/21	Pedestrian Minor Schemes	35	35	Local Transport Plan/ Council Resources
PE03/21	Pedestrian Crossing Review	100	60	Council Resources
	Wetherby Road			
	Heworth Green (near Malton Ave)			
	Main St Copmanthorpe			
	Main Street Elvington			
	Kent Street/ Fawcett Street			
	Folk Hall, New Earswick			
	Water Lane near Rawcliffe Drive			
	New Lane near Anthea Drive			
PE04/21	PROW Structural Repairs	50	50	Council Resources
	Pedestrian & Cycle Schemes - Carryover Schemes			
CY02/19	Navigation Road Improvements (EATF)	40	40	Local Transport Plan
CY04/21	Bootham Bar-Clifton Green Cycle Route	35	35	Local Transport Plan/ Council Resources
CY05/21	City Centre Bridges	15	15	Local Transport Plan
	Total Pedestrian & Cycle Schemes	**1,130**	**705**	
	Safety Schemes			
SR01/21	22/23 Programme Development	5	5	Local Transport Plan
SR02/21	Osbaldwick Primary SRS	10	5	
SR01/20	St Marys Primary - Askham Richard	10	5	
SR02/20	OLQM – Hamilton Drive	4	4	
SR03/20	Primary School – Road Closures	3	3	
SR06/18	St Barnabas Primary School	15	5	
SR01/19	Clifton Green Primary SRS	10	12	
	Local Safety Schemes			

Scheme Ref	2021/22 Transport Capital Programme	21/22 M1 Budget £1,000s	Proposed M2 Budget £1,000s	Funding Source
LS01/19b	Fawcett Street / Paragon Street LSS	50	10	Local Transport Plan
LS01/20	Review of Cluster Sites		10	
LS02/20	Monkgate Roundabout Review		5	
LS03/20	Stage 4 RSA Reviews		5	
LS01/21	22/23 Programme Development		5	
LS01/19a	Foss Islands Road LSS	30	30	

Scheme Ref	2021/22 Transport Capital Programme	21/22 M1 Budget £1,000s	Proposed M2 Budget £1,000s	Funding Source
	Danger Reduction			
DR01/21	Reactive Danger Reduction	2	5	Local Transport Plan
DR02/21	2022/23 Programme Development	1	5	
DR03/21	Danger Reduction Schemes	12	17	
	A19 south of Skelton			
	Acaster Malbis, near Ship Inn			
	Askham Lane / Ridgeway roundabout			
	Green Lane roundabout, Clifton			
	Jockey Lane/ Monks Cross Link			
	Wheldrake Lane / York Rd, Elvington			
	Lancaster Way/ Tamworth Road Roundabout			
DR03/20	Stockton Lane Vehicle Activated Sign (VAS)	15	15	
	Speed Management Schemes			
SM01/21	Speed Management Review	25	25	Local Transport Plan
	Heslington Lane 20mph Zone Review SMS			
	Howard Link Rawcliffe SMS			
	New Lane Acomb SMS			
	Rawcliffe Drive SMS			
	Wigginton Road SMS			
SM02/21	2022/23 Scheme Development	5	5	
SM03/21	Vehicle Activated Signs Review	10	15	
SM04/21	SID Trial	5	5	
SM01/18	Alness Drive Speed Management	5	5	
SM01/20	Elvington Lane SM	52	52	
SM02/20	Sim Balk Lane SM	15	15	
SM04/17	Hempland Avenue SM	60	60	
SM03/19	Osbaldwick 20mph Limit	5	5	
	Total Safety Schemes	**349**	**333**	
	Scheme Development			
Var.	Future Years Scheme Development	50	50	Local Transport Plan
Var.	Previous Years Costs	50	50	Local Transport Plan
-	Staff Costs	250	250	Local Transport Plan/ Council Resources
	Total Scheme Development	**350**	**350**	
	Total Integrated Transport Programme	**5,601**	**4,151**	
	Active Travel Fund			
-	Active Travel Fund Tranche 2	1,100	250	Government Grant
AT01/21	A1237 Ouse Bridge Cycle Route			
AT02/21	Shipton Road Cycle Route			
AT03/21	City Centre Accessibility			
AT04/21	Wheldrake to Heslington Pedestrian & Cycle Improvements			
AT05/21	Acomb Road Cycle Lanes			
AT06/21	People Streets (Ostman Road)			
	Total Active Travel Fund	**1,100**	**250**	
	Structural Maintenance			
BR01/18	Bridge Maintenance	515	515	Council Resources

Scheme Ref	2021/22 Transport Capital Programme	21/22 M1 Budget £1,000s	Proposed M2 Budget £1,000s	Funding Source
SM01/19	City Fibre Network	410		
SM01/21	Flood Sign Renewal	200	200	Council Resources
	Total Structural Maintenance	**1,125**	**715**	

Scheme Ref	2021/22 Transport Capital Programme	21/22 M1 Budget £1,000s	Proposed M2 Budget £1,000s	Funding Source
	Major Schemes			
	Major Schemes			
OR01/17 OR02/17	York Outer Ring Road - Dualling	3,107	3,107	Government Grant
YC01/17	Station Frontage	4,863	2,941	Government Grant
TM07/16	Hyper Hubs	927	927	Government Grant/ Council Resources
STEP	Smarter Travel Evolution Programme	1,501	1,501	Government Grant
TM04/20	EV Charging Asset Replacement	374	374	Council Resources
TM07/18	City Centre Access & Safety	1,332	200	Council Resources
CZ01/19	Clean Air Zone	463	463	Council Resources
HS01/21	Haxby Station	700	710	Government Grant/ Council Resources/ Local Transport Plan
TR01/21	Tadcaster Road Transport Enhancements	200	200	Local Transport Plan/ Government Grant
CY04/15	Scarborough Bridge Sub-Projects	303	303	Government Grant/ Local Transport Plan
PR01/18	Low Emission Bus Strategy	200	200	Council Resources
CG01/21	Castle Gateway Transport Development	355	200	Government Grant
	Total Major Schemes	**14,326**	**11,127**	
	Total Programme	**22,153**	**16,243**	
	Overprogramming	**274**	**127**	
	Total Budget	**21,879**	**16,117**	

Status of Active Travel Programme Schemes

Fin year 21/22
Fin year 22/23
Fin year 23/24
LTP

Dates reflect when the activity is complete

Project	Notional Funding Assignment (£000)	*Brief*	*Preliminary Design and Feasibility*	*Consultation*	*Decision*	*Detailed Design and Commissioning*	*Construction*	*Completion*
Navigation Road Cycle Route	20	Provision of One Way Plug on Navigation Rd to reduce traffic and improve cycle route. Link with Local Safety Scheme on Foss Islands Rd	Complete	Complete	Complete	Complete	Oct-21	Fin year 21/22
A1237 section over the river Ouse	120	Provision of segregated Cycle Route on A1237 between Great North Way and A19.	Mar-22	Apr-22	May-22	TBC	Sep-22	Fin year 22/23
Tadcaster Road (Transforming Cities Fund)	1400	Provision of on road and off road cycle routes from Sim Balk Lane to the Mount to link in with Highway Maintenance Scheme	Complete	Sep-21	Oct-21	Feb-22	TBC	Fin year 22/23
A19	305							
A19 Rawcliffe to Rawcliffe lane		Provision of improved cycle facilities/lanes. Complexity of delivery may mean a two phase approach (reflected in the construction milestones)	Mar-22	May-22	Jul-22	TBC	Jan-23	Fin year 22/23
A19 Clifton Green to Rawcliffe lane		Provision of improved cycle facilities/lanes	Mar-22	May-22	Jul-22	TBC	Jan-23	Fin year 22/23
A19 Bootham Bar-Clifton Green Cycle Route		Provision of improved cycle facilities/lanes on Bootham	Mar-22	May-22	Jul-22	TBC	Jan-23	Fin year 22/23
Wheldrake Heslington path	250	Provision of cycle route between Wheldrake and Heslington	Apr-22	Jun-22	Jul-22	Jan-23	Nov-23	Fin year 22/23
City Centre North-South Cycle Route		Improved signing High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23
St Georges Field Crossing	100	Signalised Toucan Crossing of Tower Street near St Georges Field Car Park entrance to link with Castle Gateway bridge	Mar-22	Apr-22	Jul-22	Jan-22	Jan-23	Fin year 22/23
Acomb Road	200	Provision of Cycle lanes on Acomb Rd/York Rd Acomb	Dec-21	Jan-22	Mar-22	Jun-22	Nov-22	Fin year 22/23
People Streets	80	Measures to improve environment for Cyclsists/pedestrians on Ostman Rd near Carr Junior/Infant schools	Nov-21	Dec-21	Apr-22	Jul-22	Jan-23	Fin year 22/23
City centre bridges		Review and campaigns for improving behaviours on bridges (inc. close passing)	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23
City Centre Cycle Parking Improvements (subject to successful bid)	150	Upgrade of existing cycle parking facilities, introduce provision for adapted cycles and look at City centre lockers/secure storage	Jul-22	Sep-22	Oct-22	Dec-22	Feb-23	Fin year 22/23
City Centre Access Improvements (subject to successful bid)	250	Improvements to the routes from car parks for people with mobility issues and visually impaired	Jul-22	Sep-22	Oct-22	Dec-22	Feb-23	Fin year 22/23
People Streets (subject to successful bid)	200	Improve walking and cycling routes in the vicinity of 2 schools (Clifton Green primary and Badger Hill Primary)	Aug-22	Oct-22	Nov-22	Jan-23	Mar-23	Fin year 22/23
Business and Retail Park Active Travel Package (subject to successful bid)	250	Improve travel links around Clifton Moor and Monks Cross	Aug-22	Oct-22	Nov-22	Jan-23	Mar-23	Fin year 22/23

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

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Agenda Item 5

Decision Session – Executive Member for Transport **18 January 2022**

Report of the Director of Transport, Environment and Planning

Burton Stone Lane - Ward Committee Scheme CL-19-22 Speeding concerns

Summary

1. The Clifton Ward team have asked for a review of the existing traffic calming measures on Burton Stone Lane between Grosvenor Road and A19 Clifton as residents are concerned about the increasing speed and volume of traffic using this route. Proposals have been developed to replace and update the existing traffic calming and this included a formal consultation with local residents and other stakeholders. This report should help inform the Executive Member's decision on how to take a scheme forward to address residents' concerns.

2. In addition to the ward scheme, a petition has been received from residents (submitted by Councillors Myers and Wells) outlining the concerns being experienced by residents and urging the council to expedite the ongoing project design to implementation.

Recommendations

3. The Executive Member is asked to:

   1) Approve option 3 for implementation (the proposals as consulted on plus amendments following the road safety audit) subject to the Ward Committee confirming that they have sufficient funds.

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

Background

4. The existing 20mph zone at the southern end of Burton Stone Lane (between Grosvenor Road and A19 Clifton) in York is currently under review as part of a ward committee scheme (reference CL-19-22). Concerns had been raised by residents of increased traffic and speeding along this well used route. Residents consider that the existing traffic calming is ineffective at managing vehicle speeds and there are further concerns about increased traffic due to the prospective development of the Football Ground and Duncombe Barracks sites adding to the issues being reported.

5. The Ward Committee provided funding for a feasibility study to review the existing traffic calming, and for a scheme to be developed to address the issues being experienced by residents. The study was undertaken in early 2021 and presented to the Ward team who sought resident's views on the proposed options. As a result of this initial feedback from residents, some reasonable adjustments were made to the proposed option.

6. Previous speed surveys had identified that vehicle speeds are borderline for enforcement (according to the guidance within the speed management protocol) and the review also confirmed that there have been no recorded injury road traffic collisions in the last three years at this location. This is in line with previous assessment for LTP funding under the 95 Alive Road Safety partnership / Speed Management programme which concluded that Community Speedwatch (CSW) would be an appropriate course of action to encourage lower vehicle speeds. The petition confirms that residents were involved in a CSW activity in 2019.

7. The existing traffic calming within the 20mph zone consists of five sets of asphalt speed cushions and a vehicle activated 20 sign in each direction. The zone has been in place since the early 2000's and the cushions are showing signs of wear which reduces their effective width making them easier to straddle, and thus would allow vehicles to pass over them at increased speed. As a result of the road being narrow, gaps between kerbs and cushions are substandard, with gaps as little as 500mm in places - this would explain any heightened perception of speeding vehicles by pedestrians as vehicles are likely to pass them closer.

8. A potential scheme to address the ongoing speeding concerns is shown as **Annex A**. This includes the features added after the initial feedback from residents. Replacing the existing traffic calming with a combination

of a full width speed table, two priority give way features (with a single rubber speed cushion and cycle bypass at each), and a new pair of rubber speed cushions should serve to manage vehicle speeds to an acceptable level and reduce the perception experienced by residents.

9. The existing bus stop is proposed to be relocated initially to a position just south of Grosvenor Road, with the outbound stop on the opposite side of the road. Both would be indicated by a pole and flag.

10. Speed surveys will be undertaken upon completion of the scheme to assess the success of the scheme and to verify the need for the retention of the existing vehicle activated signs (VAS). If no longer required, they will be removed. The VAS are owned by the Ward Committee who could redeploy them elsewhere, depending on the results of speed surveys.

11. A petition was submitted to the Executive Member for Transport Decision Session on 21 September 2021 requesting that the scheme be treated as a priority to calm traffic on account of the impending development in the area at the former Duncombe Barracks site and football stadium. A copy of the petition is provided as **Annex B** and it was signed by 46 residents from 29 households (details have been removed from the enclosed copy).

12. Funding for the scheme is being provided by the Ward Committee, and it may be possible to phase implementation of the scheme if there are any shortfalls in one particular financial year.

Consultation

13. Key officers, Ward Councillors, and stakeholder road user groups including emergency services, bus companies, cycling groups, equality and accessibility groups, and conservation representatives received a consultation email and plan. Issues raised through the consultation are discussed below but full details are included in **Annex C**. Letters were also distributed to residents.

14. Ward Councillors D Myers and M Wells have the following comments.

    “Thanks to Officers for producing the report, the design of the scheme and the resident consultation. Thanks also to residents who have pursued this matter for a number of years.

We are supportive of the scheme and have explained at Ward Team meetings and in surgeries with residents that a portion of the Ward Highways budget will be prioritised to seeking improvements to Burton Stone Lane's speeding problem.

We understand concerns of residents in how the consultation has been worded that suggests the speeding issue to being on the 'borderline'. Whichever way accident and near-miss data is gathered and presented, it has missed the point of regular excessive speeds and the narrow road-footpath divide leading to a feeling of danger and hemming-in. Residents are rightly concerned regarding the efforts they put into the Community Speedwatch program that they were advised to undertake, and those results, showing high, regular speeding going on unchecked by any enforcement, have not been included in the report/consultation, despite being provided. This may seem like a moot point if the scheme is recommended and accepted by the Executive Member, but nonetheless, we felt it needed recording.

This section of Burton Stone Lane is a residential lane that has not been served well in its design in handling increased traffic over a number of years. The proposed changes to the road design and layout, should deter some unnecessary car journeys in the area, leading to improvements in health and wellbeing for residents in the community.

New rubber speed bumps will reduce vibration that is currently experienced by some residents and a new full width speed table introduced at the southern section is very welcome. We would be happy to include another full width speed table at the northern end of the scheme, however, we note the planning approval for the Duncombe Barracks will include a full width speed table on Burton Stone Lane, which we consider adjoins this series of highways improvements, so as such, we are happy to see the existing asphalt bumps adjacent to Burton Court replaced by rubber ones.

We want to ensure full accessibility for cyclists to be able to ride through the priority narrowing sections.

We would be very happy for the existing Vehicle Activated Signs (VAS) to remain in their current position as an extra deterrent and wouldn't at this stage want them to be earmarked for removal. We would request for them to remain in place.

Implementation of the scheme will improve the numbers of people using the highway to cycle and walk and should deter excessive speeds and

the number of near-misses, or general feeling of insecurity for residents using the highway.

Therefore, we are very pleased to be able to offer full support for the scheme."

Officer comments
The VAS will be managed in accordance with the Council's current VAS Policy, and the signs retained as requested. The sign layout in the immediate area may need to be reviewed to minimise any potential conflict with other sign infrastructure.

15. The Council's Cycling Officer is not in favour of the scheme and has raised concerns that the proposals do not align with the DfTs latest guidance on Cycle Infrastructure Design (LTN1/20), particularly regarding the use of speed cushions which are not recommended on cycle routes in the guidance. Speed tables with sinusoidal ramps is stated as the preferred method, if vertical traffic calming is required on cycle routes. The gaps between the kerbs and cushions have also been flagged up as being too narrow for riders with trailers and trikes and inconvenient for cyclists as they are unable to adopt a preferential position in the carriageway.

    Officer comments
    The Highways (Road Humps) Regulations 1999 provides powers for the local Highway Authority to construct road humps to address speeding concerns provided that certain conditions are met regarding location and consultation, which they are. LTN 1/07 is the latest traffic calming guidance which clarifies that speed cushions can be used to minimise discomfort to bus occupants and not impede larger emergency vehicles. LTN 1/20 is the latest guidance on Cycle Infrastructure Design. The two Local Transport Notes do not necessarily complement each other.

    Under the Council's Speed Management policy, Burton Stone Lane is classed as a mixed traffic route and as a consequence where traffic calming is required, speed cushions should be used to accommodate buses and larger emergency service vehicles. Full width speed tables are only permitted where are there are safety concerns such as near shops, schools or play areas. Sinusoidal ramps are not common, but if the proposed speed table is implemented, a sinusoidal ramp profile could be trialled to see if there are improvements in ride quality for cyclists and other vehicles, and also how effective this profile is for speed reduction.

The spacing of the existing cushions have gaps between the kerb and cushion of as little as 0.4m, so the scheme is an improvement on the existing situation. Cycle bypasses are currently proposed at 1.5 m wide, but this could be reduced by 0.2m to make the gap larger between the kerb and the cushion. The smallest such gap would then be 1m, the other would be 1.2m. This was also raised in the road safety audit (see later in the report and revised scheme drawing **Annex E**.)

16. The Council's Public Transport Officer is concerned about the impact the proposed priority narrowings will have on the future use of Burton Stone Lane as a diversion route. At the time of writing, Gillygate had been closed three times in six years for an extended period, with traffic and bus services being diverted along Burton Stone Lane. The proposed traffic calming has the potential to add to some of the considerable delays that diverted bus services have already experienced.

    Officer comments
    Given the existing carriageway width, there are no options available to retain a series of pairs of speed cushions without having substandard gaps and the associated problems caused by these substandard gaps.

17. Reliance operate the N°19 bus service on Burton Stone Lane, and are opposed to the use of a speed table on the grounds of undue stress and exertion placed on the vehicles which ultimately would reduce the lifetime of major components. They request that the proposed speed table be changed to a pair of speed cushions. They are also concerned that pedestrians could wander into the road at the speed table. In addition they have requested raised access kerbs at the new bus stops.

    Officer comments
    A pair of speed cushions would be a feasible alternative to the speed table if sited approx. 15 metres further south where the carriageway is wider (6.2 metres). This would be simpler and cheaper to construct with no drainage implications (around an estimated £5k cheaper) and would be more in-keeping with the Council's Speed Management policy. However, the bus stop would need relocating to better allow buses to align to the kerb at the bus stop after straddling the cushions, there would be no uncontrolled crossing point for pedestrians and it could be considered less cycle friendly. The feature would be moved closer to properties (the health centre and Burton Stone pub) which could change the perceived levels of noise and vibration in those buildings. This option is shown as **Annex F**.

It should be noted there is also a speed table proposed on Burton Stone Lane at the entrance to the former Barracks site as part of the planning permission for the development. This would increase the number of full width vertical features on this route.

Funding will be sought for raised access kerbs at the new bus stops.

18. The York Civic Trust considers Burton Stone Lane to be a road and neighbourhood unsuited to through traffic, and strongly supports any measures which discourage it, while retaining local access. They believe that this scheme fully meets these requirements, and has the Trusts' strong support.

19. Sixty five consultation letters with plans were distributed to local residents and businesses and fifteen responses were received.

    - Seven were in support of the proposals, four were not. Other responses were unclear.
    - Issues repeatedly raised and those which have an effect on the outcome of the scheme are discussed below.
    - A full summary of the consultation responses is provided in **Annex C** including those outside the scope of the scheme.

20. Two residents considered that the speed cushions should simply be replaced as is.

    Officer comments
    Although this would be the most straightforward proposal, this option is not recommended because the narrow carriageway width leaves gaps as little as 0.4 metres between the kerbs and cushions which is too narrow for two wheeled vehicles to negotiate and forces vehicles towards the footway. This gap is considered substandard by the relevant traffic calming guidance.

21. Four residents would prefer to see the speed cushions replaced with a series of full width speed tables.

    Officer comments
    This option goes against the Council's Speed Management Plan of limiting the use of full width speed tables on mixed priority routes to areas with high pedestrian generators. This is for the benefit of the Emergency Services and Bus Operators.

22. The assessment of vehicle speeds as “borderline for enforcement” was disagreed with by five residents, including some who had taken part in the Community Speedwatch initiative.

    Officer comments
    Council speed surveys recorded 85th percentile speeds of 24mph south bound and 22mph northbound outside Clifton Bingo car park, and 25mph southbound and 24mph northbound outside house no 39. The enforcement threshold for a 20mph zone is 24mph (speed limit + 10% + 2mph). The speed surveys used for the figures in this report were recorded by automatic radar speed detectors mounted on lamp columns and recorded the speed of every vehicle that went past over a ten day period. This is considered to be a more representative way of assessing vehicle speeds and compare them to other sites, and is the Council’s accepted method of assessing speed data. The Community Speedwatch initiative provided selective speeds which will be slightly higher.

23. Four residents considered that the new location for the outbound bus stop to be excessive as the nearest stops are close by.

    Officer comments
    The proposed location actually improves the spacing between existing stops and will decrease the walking distance for many residents on Grosvenor Road, Avenue Road and adjoining streets.

24. The new inbound bus stop would be better located further north to prevent difficulties at the Grosvenor Road junction for anyone turning right out.

    Officer comments
    Opposite Burton Court would be a safer location regarding the proximity to Grosvenor Road but is slightly less favourable in terms of equal spacing between stops. It would also require a small piece of verge to be converted to footway. This issue was identified in the road safety audit and therefore it is now proposed that this bus stop is relocated to the position in **Annex E**.

25. Two residents thought the inbound bus stop would be better located further south near the doctors surgery (alongside the car parks).

    Officer comments
    Although there is likely to be increased convenience to passengers having a bus stop here, the proximity of car park accesses and narrow

footways between high boundary walls and a narrow carriageway results in a lack of safe waiting space and would make siting a bus stop difficult.

26. Three residents were concerned about the narrowness of the footway at the proposed bus stop locations.

    Officer comments
    Although not ideal, there is little difference between the width of footway at the existing stop and the proposed outbound stop. The new suggested location for the inbound stop is wider.

27. Three residents were concerned about the effect of braking, queuing and accelerating traffic at the priority narrowings, with the possibility of added noise and air pollution. One considered they would be least effective when the road is quiet when most of the speeding takes place because there will be no opposing traffic. There would also be implications for loading and unloading.

    Officer comments
    The inclusion of a single speed cushion at each feature should help stop vehicles speeding up excessively through the pinch point at the chicanes. Occasional loading and unloading would not be ideal within the priority narrowings but could be monitored with any appropriate action taken as necessary after implementation.

Equalities Impact Assessment

28. An Equalities Impact Assessment has been undertaken and is included in **Annex D.** This indicates that the proposed scheme is neutral on the vast majority of protected interest groups.

Road Safety Audit

29. A stage 1 / 2 Road Safety Audit has been undertaken on the proposals shown in **Annex A** and no major safety concerns were raised. The only issues resulting in an amendment to the proposals is the relocation of the inbound bus stop to north of the Grosvenor Road junction as shown in **Annex E**. There will also be minor amendments to the detailed design to make the width of gaps between the kerb and cushion more suitable for riders with cycle trailers and adapted bicycles / tricycles wherever possible.

Options

30. There are four options for the Executive Member to consider:

- Option 1 – Do nothing and continue with the current traffic calming arrangement without modification.

- Option 2 – Implement the proposals as originally consulted (Annex A).

- Option 3 – Implement the proposals with amendments as recommended following the road safety audit and consultation (Annex E).

- Option 4 - Implement the proposals with amendments recommended by the road safety audit, consultation and including other amendments (Annex F)

Analysis

Option 1.

31. It is likely that as the existing speed cushions are deteriorating, in time they would be replaced with rubber speed cushions from a Maintenance budget. Alternatively this could be funded by the Ward at a cost of approximately £25k plus fees. It is highly likely that vehicle speeds would be reduced but there would be substandard gaps between the kerbs and cushions (less than 0.5m in places) encouraging vehicles to pass close to the footway and causing difficulties for cyclists.

Option 2.

32. The proposals as originally consulted should result in lower vehicle speeds and encourage vehicles away from the kerb edge, but would not address issues or concerns raised in the consultation and road safety audit.

Option 3.

33. Minor changes to the design should result in the same vehicle speed reduction as Option 2 but provide increased safety particularly for vehicles turning right out of Grosvenor Road and riders with cycle trailers

or adapted bicycles.

Option 4.

34. As option 3 but would also bring the proposals more in line with the Council's Speed Management Plan by not introducing an additional full width road hump on the route. This would be simpler and cheaper to construct with no drainage implications. However, the bus stop would need relocating to allow buses to align to the stop after straddling the cushions, there would be no uncontrolled crossing point for pedestrians and it could be seen as less cycle friendly.

Council Plan

35. Achieving lower vehicle speeds on this section of Burton Stone Lane and vehicle paths moved further away from the footway should improve road safety and thereby support the "Safe Communities and Culture for All" objective detailed in the Council Plan. Increased perception of road safety could lead to more active travel and satisfy the "Getting Around Sustainably" and "Health and Wellness" objectives. The need for the scheme was initiated by residents and is therefore demonstrating a Council that listens and is "Open and Effective".

Implications

36. There are the following specialist implications:

- **Financial**
  The scheme would cost between £57k and £62k depending on which option is taken forward and is being funded by the Clifton Ward Committee. If funds are not available within one financial year, there may be scope to phase the works to suit.
  Human Resources (HR) – There are no specific implications.
- **Equalities**
  The proposal is neutral on the vast majority of protected interest groups, but there are minor benefits to vehicle paths being further away from the footway and improved spacing of bus stops. Proposed improvements can be made on the existing layout but riders of certain types of adapted bikes or tricycles may find the speed cushions difficult to negotiate. Any gaps for cyclists have been increased as much as the carriageway width will allow and alternative routes without speed cushions are available – see **Annex D** - Equalities Impact Assessment.

- **Legal** – There are no specific implications.
- **Crime and Disorder** – There are no specific implications.
- **Information Technology (IT)** – There are no specific implications.
- **Property** – There are no specific implications.
- **Other** – There are no specific implications.

Risk Management

34. The main risks to carrying out the recommendations in the report are the risk to the reputation of the Council if a scheme does not meet the expectations of the residents in speed reduction and road safety. Vehicle speed surveys and a stage 3 Road Safety Audit will therefore be carried out after scheme implementation to help monitor and mitigate any risks.

Contact Details

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Transport Projects
Tel No. 07903 868821

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Environment and Planning

Report Approved √ **Date** 10.01.22

Specialist Implications Officer(s)

None.

Wards Affected: Clifton **All** ☐

For further information please contact the author of the report

Background Papers:

None.

Annexes

Annex A – Proposed Scheme
Annex B – Petition presented to the Decision Session 21/09/2021
Annex C - Summary of Residents Consultation responses
Annex D – Equalities Impact Assessment
Annex E – Amended scheme following road safety audit
Annex F – Amended scheme following road safety audit with bus operator request

List of Abbreviations Used in this Report

CYC – City of York Council
DfT – Department for Transport
LTN – Local Transport Note

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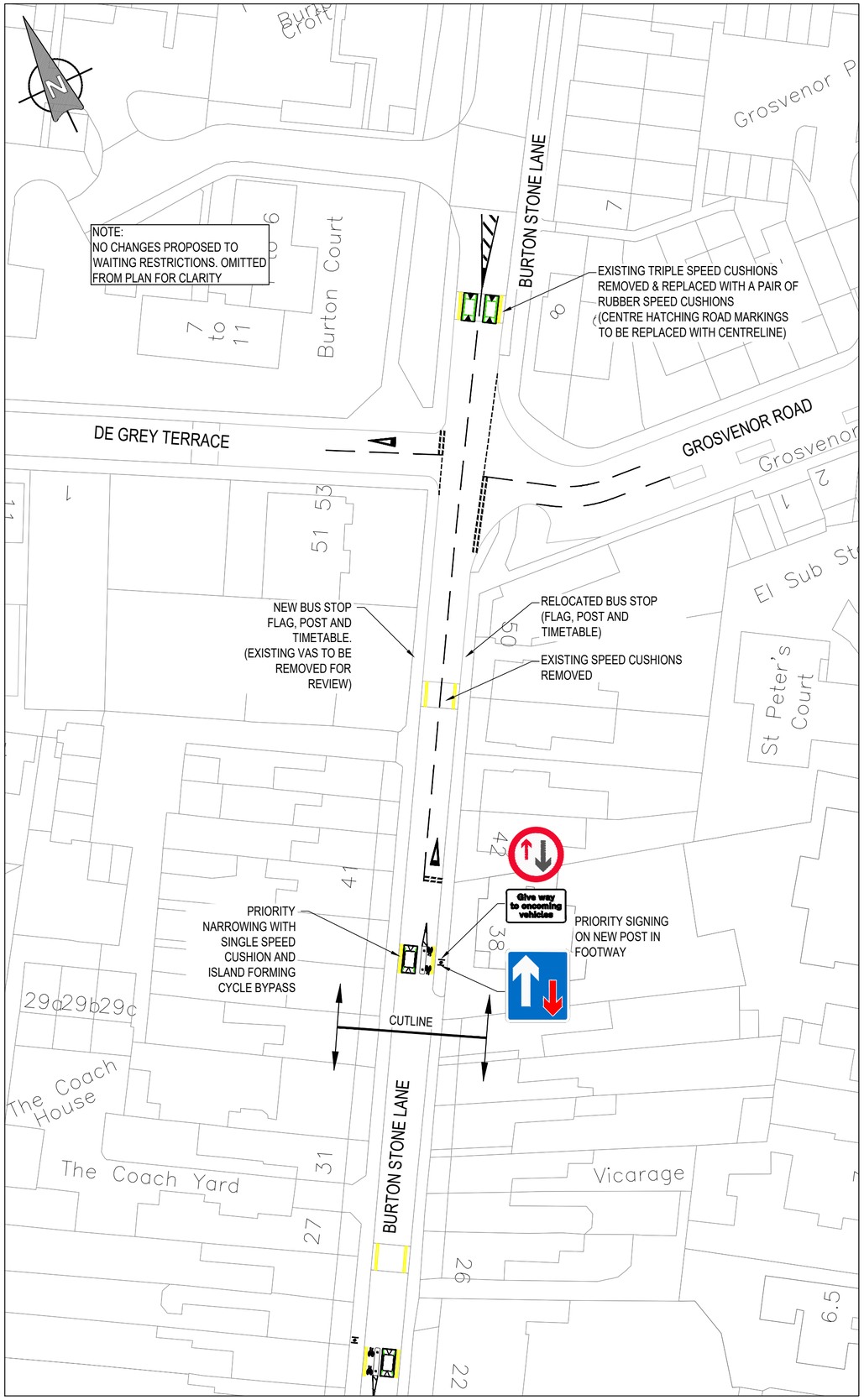

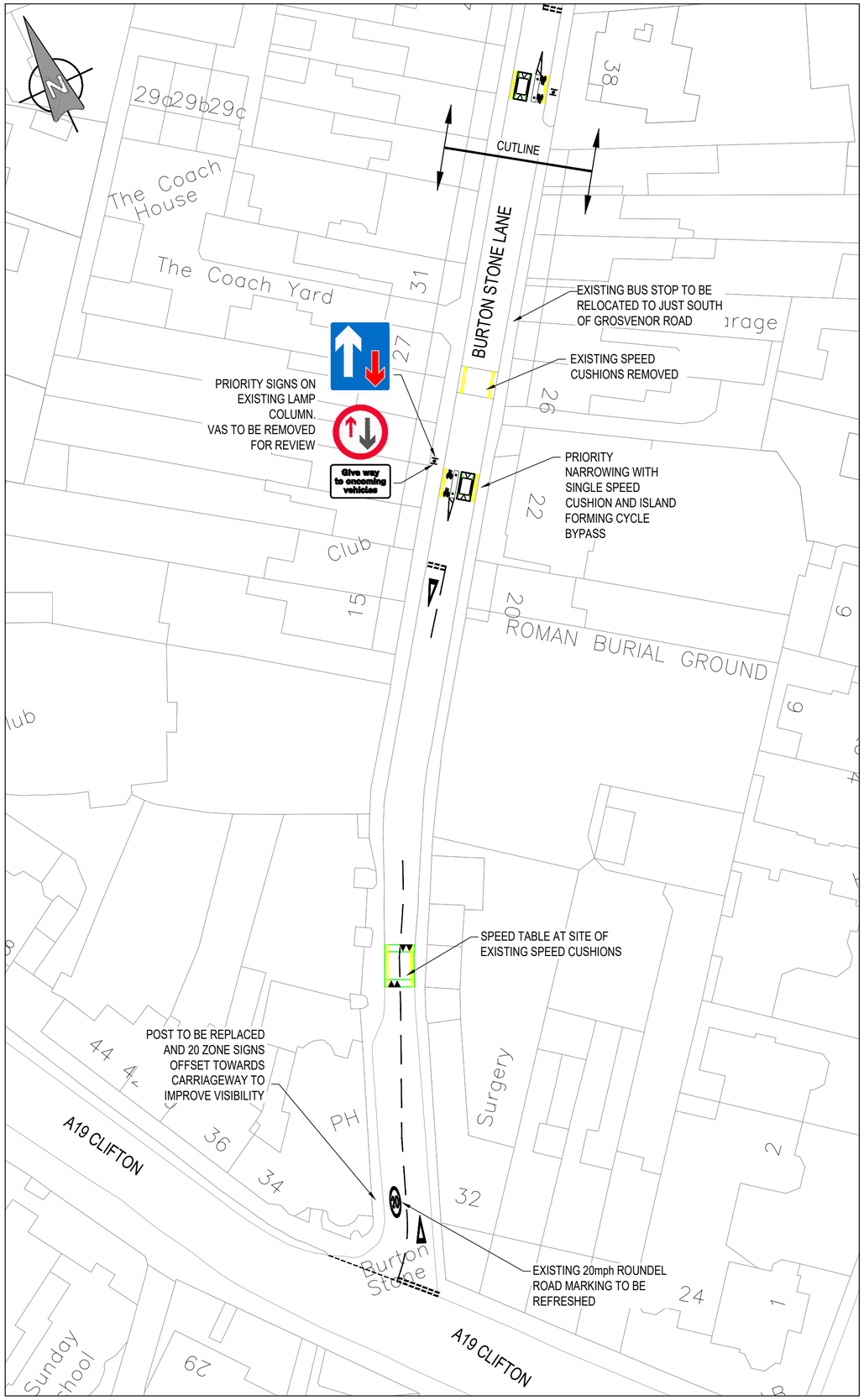

NOTES:

Annex A

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DS REPORT

Revision	By	Checked	Approved	Date	Description
A	LR			05/21	Speed cushions added to the north of zone
B	DF	LR		10/21	Priority narrowing design amended

CITY OF YORK COUNCIL
Highways - Transport Projects and Delivery Team
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Project
CL-19-22 BURTON STONE LANE
WARD COMMITTEE
TRAFFIC CALMING FEASIBILITY STUDY

Drawing
GENERAL ARRANGEMENT
AMENDED MAY 2021

Drawn by DF	Date: OCT 2021
Checked by LR	Date: OCT 2021
Authorised by -	Date: -
Drawing No. TP/200007/100/01B GA	Revision B
Drawing Scale: 1:500	A2
CAD Filename:	Plot Scale: 1:00

L:\DOCUMENT\Transport Projects\Projects\12 - Ward Committee Schemes\2019_20 2020_21\CL-19-22 Burton Stone Lane\Drawings\CAD Drawings\Annex A TP-200007-100-01B General Arrangement.dwg

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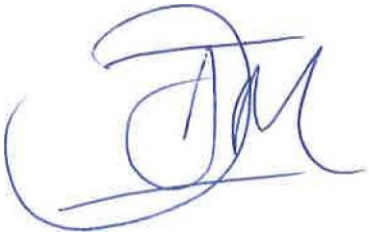
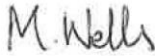
Annex B

Petition submitted on behalf of residents of Burton Stone Lane.

21 September, 2021





Cllr Danny Myers Cllr Margaret Wells

PETITION TO THE TRANSPORT COMMITTEE OF CITY OF YORK COUNCIL

We the undersigned are residents of Burton Stone Lane, York.

Over many years we have seen an increase in traffic and the speed of traffic in our section of the Lane between Clifton and Grosvenor Road. We have speed humps which are ineffective and that most drivers ignore. We also have signs that illuminate to tell drivers they are above the 20mph speed limit. These too are ineffective.

We know this because, in 2019, residents volunteered their time to carry out an extensive Community Speed Watch programme. The results of this programme are held by North Yorkshire Police and a copy has previously been provided to both Ward Councillors and Council Officers. The Council carried out its own speed survey between 17 & 27 September 2020, though it should be noted that this was at the time of lockdowns when people were working from home, schools were closed and a 1 Opm curfew was introduced for the hospitality sector.

This is a small Victorian lane and our pavements are particularly narrow but we experience a high volume of traffic, including buses and heavy goods vehicles, travelling above the 20mph speed limit. It is virtually impossible to walk safely two-abreast on some sections of the pavement and this is particularly troubling for those with young children or with prams and pushchairs and for people with limited mobility.

Our concerns were originally raised with Cllr Myers in December 2018, and he kindly met with us to hear our concerns on 10 January 2019. Cllr Myers then raised the matter with the relevant Council officers and departments. It was on the recommendation of officers that the Community Speed Watch programme was initiated by residents in 2019.

Clifton Ward Committee committed to road improvements to help reduce speed in our road as a priority and allocated ward funding in 2020 (CL-19-22).

A scheme was drawn up by Council officers in February 2021. Comments from residents on the proposal were fed back and the scheme was subsequently revised. As this is a ward priority, we expected the next step would be to proceed swiftly to a formal consultation. However, progress has now stalled without explanation.

We are therefore petitioning the Council to stop stalling and proceed with the necessary steps to move forward on this project, particularly to help calm traffic

in the area in advance the prospective construction work on the football and Duncombe Barracks sites.

As residents, we ask that a response to this petition is provided to us as a matter of urgency. We also ask that we are notified immediately of any

resulting discussion of the matter by the Council or any of its committees and any decisions made by such a meeting. Should there be an opportunity for us to make our case in person or online at any meeting, we would be pleased to do so.

Signed by 46 residents from 29 households (details removed)

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ANNEX C

Summary of consultation responses from residents:

	Comments	Officer response
1	Speed cushions generally ineffective to all but small cars & vans. Would prefer a series of full width tables. Inbound bus stop would be better located further north to prevent difficulties at the Grosvenor Road junction	See main report
2	Fully support scheme New location for outbound bus stop is excessive as the next nearest stops are close by. VAS could be effective close to the Barracks & back of school.	See main report Any potential new sites for the VAS would need speed readings to check for eligibility, however, the site near the former barracks is due to be traffic calmed as part of planning permission for the new development which would need to be taken into account.
3	Would be simpler and more effective to just replace the cushions. Should have used the letter drop to ask residents to cut back their boundary hedges hence improving footway space.	See main report Very few boundary hedges / other vegetation so wouldn't improve whole length.
4	Strongly support scheme. Would like to see speed cameras also. BSL inappropriate route for existing traffic levels, existing TC ineffective, speeding vehicles passing close to kerb, difficulty of crossing near the Burton Stone PH. Strongly opposed to BSL being used as a diversion route. Objects to "speeds being borderline for enforcement" and "no accidents" comments. Whole length should be 20mph.	There are currently no fixed speed camera sites in North Yorkshire, but North Yorkshire Police operate mobile vans which target the worst sites in terms of speeding and numbers of road traffic casualties. Residents were offered and took up the Community Speedwatch campaign when Burton Stone Lane last went through the speed management process. Burton Stone Lane is a distributor road considered suitable for a diversion route. Accident data used by the Council originates from Police records of reported accidents where some form of medical attention was sought after the collision. It is accepted that

		there may have been damage only accidents, and underreporting of minor injuries is also assumed. However, Police data is used as this is considered the most reliable in terms of detail and allows the Council to objectively compare sites and target those with the worst casualty history from Capital funding.
5	Considers speeding claim to have been underestimated, taking into account results of speedwatch campaign. Would welcome enforcement. Obtrusive traffic noise and accounts of pedestrian accidents. Speed camera requested, but if not possible support proposal.	See main report. See above re speed cameras.
6	Agrees that traffic needs to be calmed but concerned about standing traffic and air pollution. The relocation of the bus stop is to a location with too narrow footway. Narrowed section should be moved or removed as it will result in standing traffic. Would prefer either a replacement of the speed cushions or a series of speed tables.	See main report.
7	Fully support. VAS could be usefully deployed outside Barracks. New location for outbound bus stop is excessive as the next nearest stops are close by.	See main report See above for relocation of VAS.
8	Could the inbound bus stop be located nearer the doctors surgery instead (alongside car parks) as there could be issues being close to Grosvenor Road junction. Does not agree with speeding perception comments – the Community Speedwatch findings should be referenced in the report. Also personal experience of speeds and VAS is always activating. Considering triple glazing to counteract noise from vehicles. Is also experiencing vibration from HGVs, concerned about structural effect.	See main report.

	Support traffic calming proposals.	
9	Avoid disturbing Virgin Media covers as they have come loose and caused noise in the past. Bus stops not frequently used so no need to move them. Loading, unloading and tradesmen need to be considered. Disagree with speeding assessment. Enforcement of the 20mph speed limit would be the cheapest option. All iron works should be covered with a high friction surface, particularly at A19 junction where there was an accident recently.	Appropriate care will be taken around services. Any worn and slippery covers will be replaced. Although agree the bus stops are not frequently used, a stopped bus would still be a safety concerns midway between the priority narrowings. See main report.
10	Queuing / accelerating traffic will increase noise and pollution. New outbound bus stop not necessary given the distances to nearby bus stops. Would also increase noise and pollution & make using adjacent driveways difficult. Would prefer a series of full width tables.	See main report.
11	Won't the PNs be most effective when busy & have least effect when quiet when most of the speeding takes place? Suffers from noise / vibration from existing triple cushions – could we relocate them slightly north? Or could there be a pair of PN to the north and a mini-roundabout at the Grosvenor Rd junction to make them superfluous?	The change from triple asphalt to double rubber cushions should reduce any noise and vibration as vehicles would be able to align better and the rubber has more give softening the impact of vehicles over-running it. Unfortunately it would only be possible to relocate the speed cushions slightly further north if a gully was to be relocated adding cost to the scheme. The ward committee has provided funding to consider measures for Burton Stone Lane from the A19 junction to around Grosvenor Road. Details of requests to extend the scheme will be forwarded for their consideration.
12	Support the scheme.	
13	Concerned about relocated bus stops as footways narrow, drainage issues here & idling buses would be in front of residential properties. Suggested that bus stops would be more beneficial outside bingo hall car parks.	
14	Fully support the scheme.	See main report.

	Disagree with speeding assessment as Council speeds were recorded in lockdown. Concerned about relocated bus stops as footways narrow and drainage issues. Incidents of pedestrians being clipped by bus/van wing mirrors. Clear visibility on BSL so hopes speed cushions will slow vehicles if no need to give way.	
15	BSL should be considered in its entirety and parallel streets which may be used as rat runs to avoid the area. Some drive because they do not feel safe on narrow roads such as this (detrimental to health, environment etc). Active travel improvements should be considered for whole length – better crossing points, better quality footways, lighting improvements, parking review, more priority for vulnerable road users etc. VAS always going off. Speed cushions force cyclist to adjust their position, drivers do not need to so can be a conflict point. Cyclists may prefer to use central gap but drivers do not anticipate this. Trike / ECargo bike riders at risk of toppling.	The ward committee has provided funding to consider measures for Burton Stone Lane from the A19 junction to around Grosvenor Road. Details of requests for other measures will be forwarded for their consideration.

City of York Council

Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Directorate of Place
Service Area:	Transport
Name of the proposal :	Burton Stone Lane - Ward Committee Scheme CL-19-22 Speeding concerns
Lead officer:	Louise Robinson
Date assessment completed:	14th December 2021

Names of those who contributed to the assessment :			
Name	**Job title**	**Organisation**	**Area of expertise**

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.
	The report details the proposals to address ongoing speeding and traffic volume concerns within the 20mph zone on Burton Stone Lane between the A19 Clifton and Grosvenor Road. The proposed scheme will replace the existing measures with a combination of a full width speed table, two priority give way features (with a single rubber speed cushion and cycle bypass at each), and a new pair of rubber speed cushions should serve to manage vehicle speeds to an acceptable level and reduce the perception experienced by residents. New locations for bus stops and the review of existing vehicle activated signs are also included.

1.2	**Are there any external considerations?** (Legislation/government directive/codes of practice etc.)
	National traffic regulations and relevant guidance published by the Department for Transport (DfT) provide the background guidance on the provision of traffic calming features on the public highway. The Highways (Road Humps) Regulations 1996 / 1999 sets out the guidance relating to the provisions of traffic calming measures such as speed humps and cushions. Other guidance such as LTN1/07, published by the Department for Transport (DfT), provides wider guidance on the types and use of calming measures. LTN1/20 is a recent guidance published by DfT to assist in the design of cycle infrastructure. Other associated guidance and regulations have been referred to in the development of the design of the scheme. Reference has also made to the council's speed management plan and the speed management protocol in determining the most appropriate measures to achieve the aims of the project.

1.3	**Who are the stakeholders and what are their interests?**
	Stakeholder road user groups including emergency services, bus companies, cycling groups, equality and accessibility groups, and conservation groups as well as all other potential road users as persons or groups who would use Burton Stone Lane as a thoroughfare. Residents and businesses of Burton Stone Lane and adjoining streets as those who live in the immediate area and are subjected to the issues being experienced.

1.4	**What results/outcomes do we want to achieve and for whom?** This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	The primary objective is to make necessary improvements to the traffic calming along this section of Burton Stone Lane to address road safety concerns raised by residents without detrimental impact on other road users. The scheme will serve to lower and manage vehicle speeds to be more compliant with the 20mph speed limit and to reposition vehicles to a more appropriate alignment to prevent encroachment towards footways thereby improving facilities for pedestrians. The measures should serve to support the “Safe Communities and Culture for All” objective detailed in the Council Plan. Increased perception of road safety could lead to more active travel and satisfy the “Getting Around Sustainably” and “Health and Wellness” objectives. The need for the scheme was initiated by residents and is therefore demonstrating a Council that listens and is “Open and Effective”.

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.
Source of data/supporting evidence	**Reason for using**
Public Consultation	To engage with residents and key stakeholders to gather their views on the proposals, and to shape the proposals to achieve a solution which better addresses the key concerns and issues. This includes pre-design engagement by Ward Members with residents.
Road safety assessment	Road safety assessments were carried out by Highway Safety Engineers (independent to the project) at various stages of the design process and a further audit will be undertaken after completion

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**
Potential impact from future development	The planning process considers the impact of future development of the road network. The development of the barracks site and football ground are a concern to residents who consider that there will be a considerable increase in traffic as a result of this development. The proposed traffic calming measures should be robust enough to cater for any increased traffic.

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	**Key Findings/Impacts**	**Positive (+) Negative (-) Neutral (0)**	**High (H) Medium (M) Low (L)**

Age	Vehicle paths further away from the footway should result in less conflict between vehicles and pedestrians. Improved spacing of bus stops reducing the walking distance between stops and residence.	**+**	**L**
Disability	Vehicle paths further away from the footway should result in less conflict between vehicles and pedestrians. Improved spacing of bus stops reducing the walking distance between stops and residence. Improvement in spacings of speed cushions for adapted bicycles / trikes however still does not meet LTN 1/20 DfT guidance on Cycle Infrastructure Design. Alternative cycle routes are available.	**+**	**L**
Gender	None	**0**	
Gender Reassignment	None	**0**	
Marriage and civil partnership	None	**0**	
Pregnancy and maternity	Vehicle paths further away from the footway should result in less conflict between vehicles and pedestrians, with benefits for pram / pushchair users. Improved spacing of bus stops reducing the walking distance between stops and residence.	**+**	**L**
Race	None	**0**	
Religion	None	**0**	

and belief			
Sexual orientation	None	**0**	
Other Socio-economic groups including :	**Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?**		
Carer	None	**0**	
Low income groups	Improved spacing of bus stops reducing the walking distance between stops and residence.	**+**	**L**
Veterans, Armed Forces Community	None	**0**	
Other	None	**0**	
Impact on human rights:			
List any human rights impacted.	None	**0**	

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?**

Post-completion speed surveys will be undertaken to assess the success of the scheme in reducing and managing schemes to an acceptable level. If proven not to do so, further measures or amendments may need to be considered.

A road safety audit will be undertaken after completion to review the completed scheme.

Pedestrian facilities will not be improved as part of this scheme despite the fact that footways are narrow - there is insufficient road space available to widen footways. Despite this, there is a separate scheme funded by maintenance to upgrade the condition of the footways and this would enhance their quality and remove tripping hazards etc.

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:**

- **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.

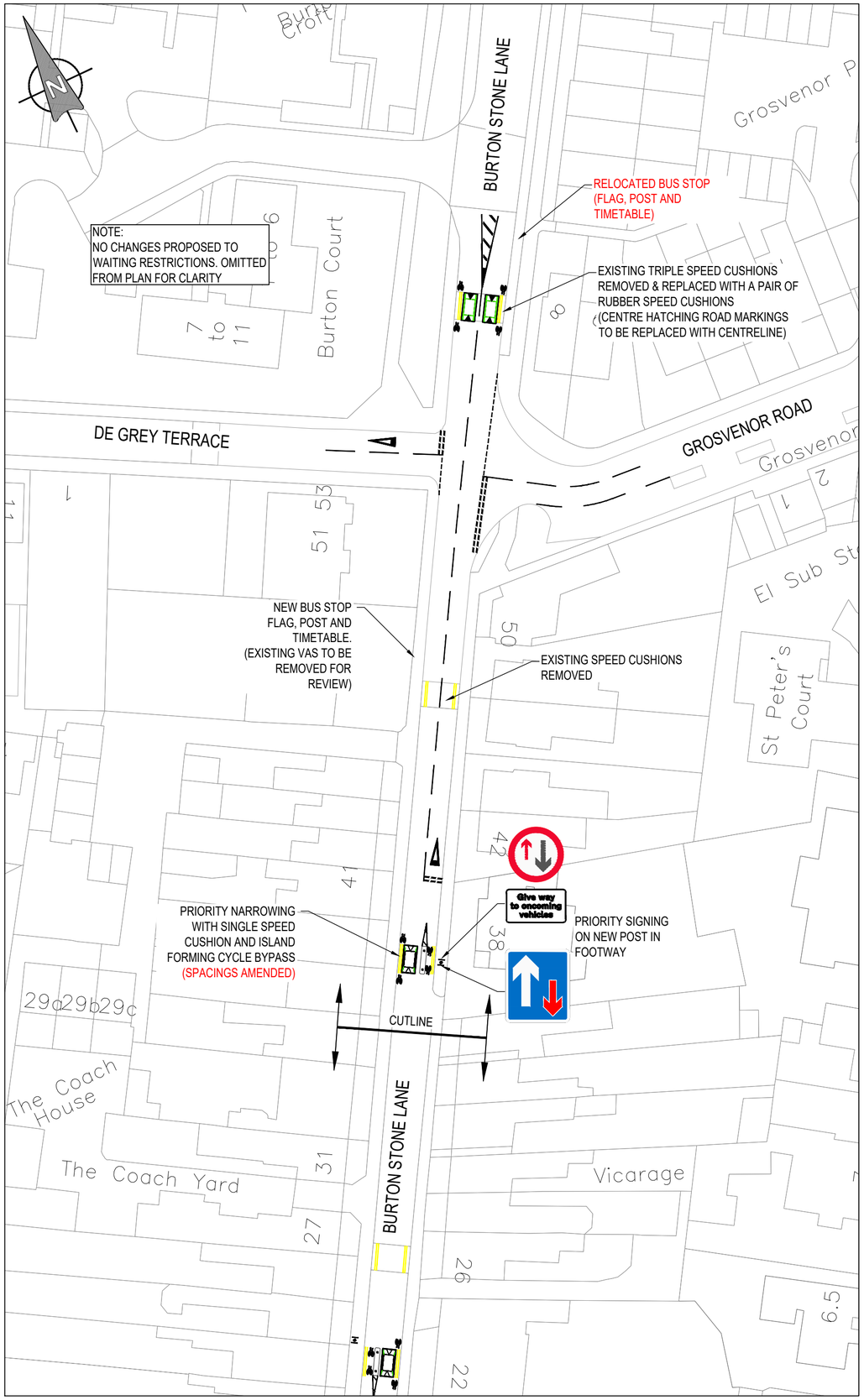
Option selected	**Conclusions/justification**
No major change to the proposal	The proposal has a neutral or slightly beneficial impact on some protected interest groups.

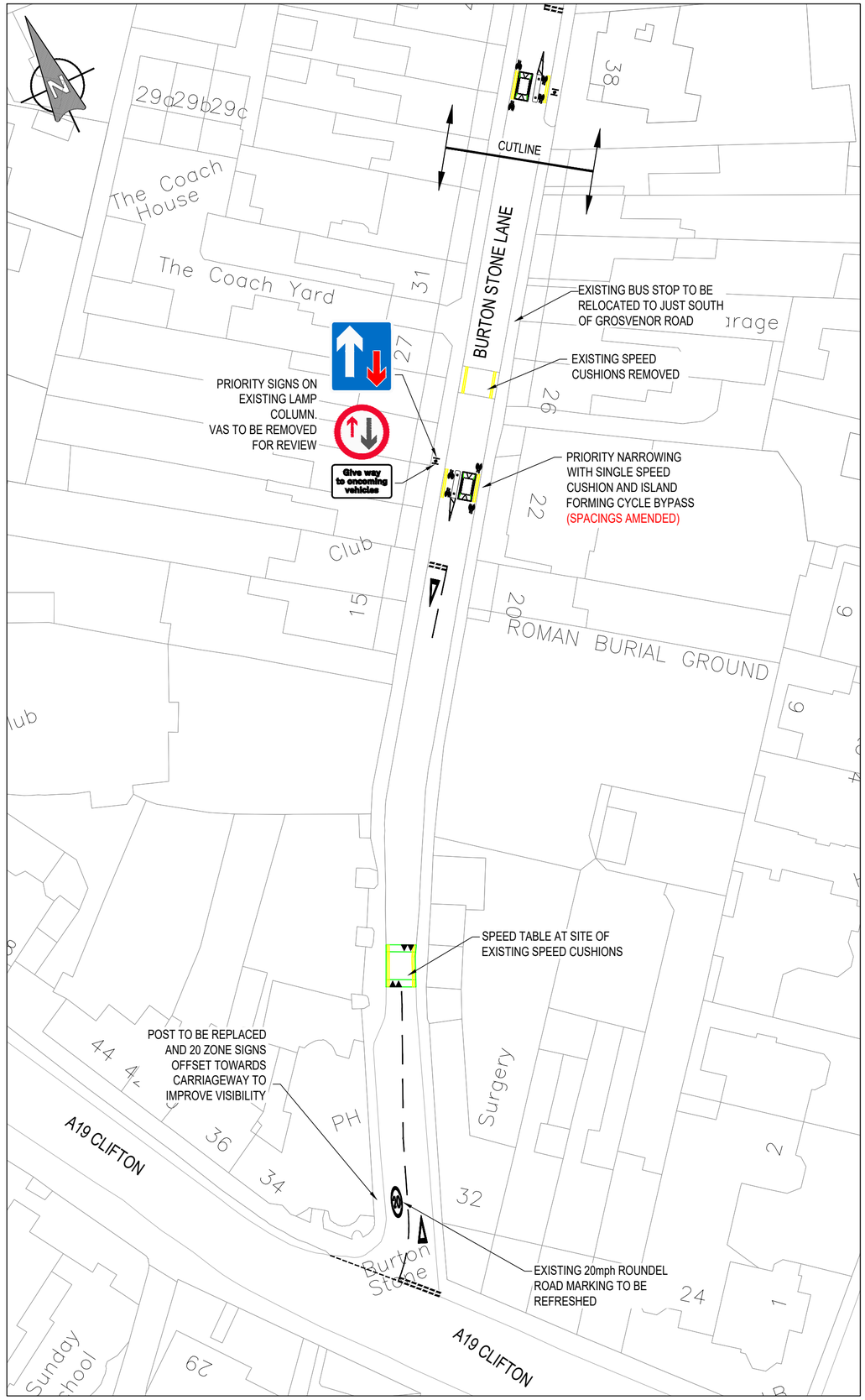
Step 7 – Summary of agreed actions resulting from the assessment

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**
N/A	N/A	N/A	N/A

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?
	Vehicle speed surveys will be undertaken to monitor the effectiveness of the scheme at reducing traffic speed. Lower speeds should indicate improved road safety with benefits for all road users.





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Annex E

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DS REPORT

Revision	By	Checked	Approved	Date	Description
A	LR			05/21	Speed cushions added to the north of zone
B	DF	LR		10/21	Priority narrowing design amended
C	LR			12/21	RSA amendments shown in red

CITY OF YORK COUNCIL

Highways - Transport Projects and Delivery Team
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Project
CL-19-22 BURTON STONE LANE
WARD COMMITTEE
TRAFFIC CALMING FEASIBILITY STUDY

Drawing
GENERAL ARRANGEMENT
AMENDED DECEMBER 2021

Drawn by	DF	Date:	OCT 2021
Checked by	LR	Date:	OCT 2021
Authorised by	-	Date:	-

Drawing No.	Revision
TP/200007/100/01C GA	C

Drawing Scale: 1:500 A2

CAD Filename: Plot Scale: 1:00

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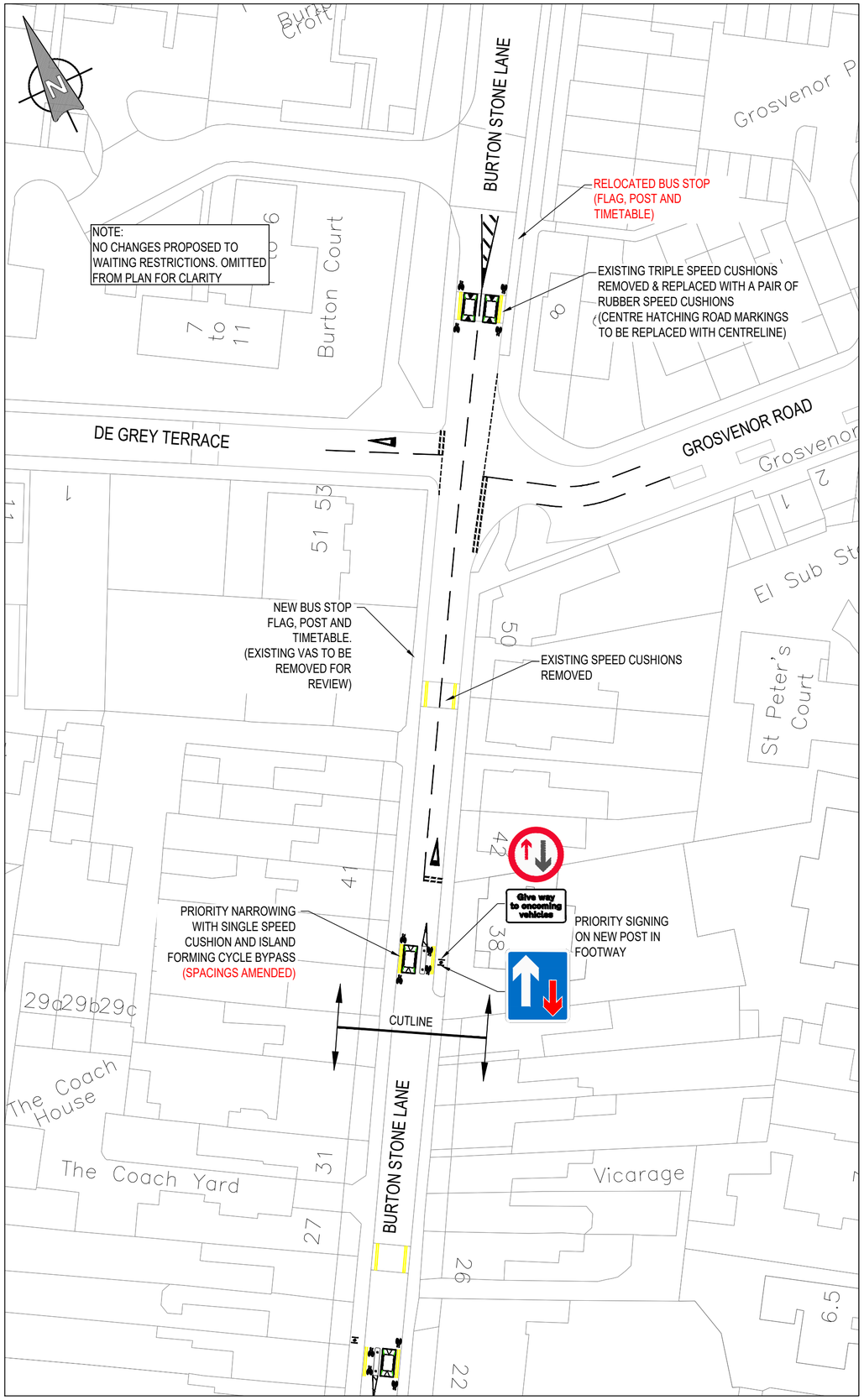

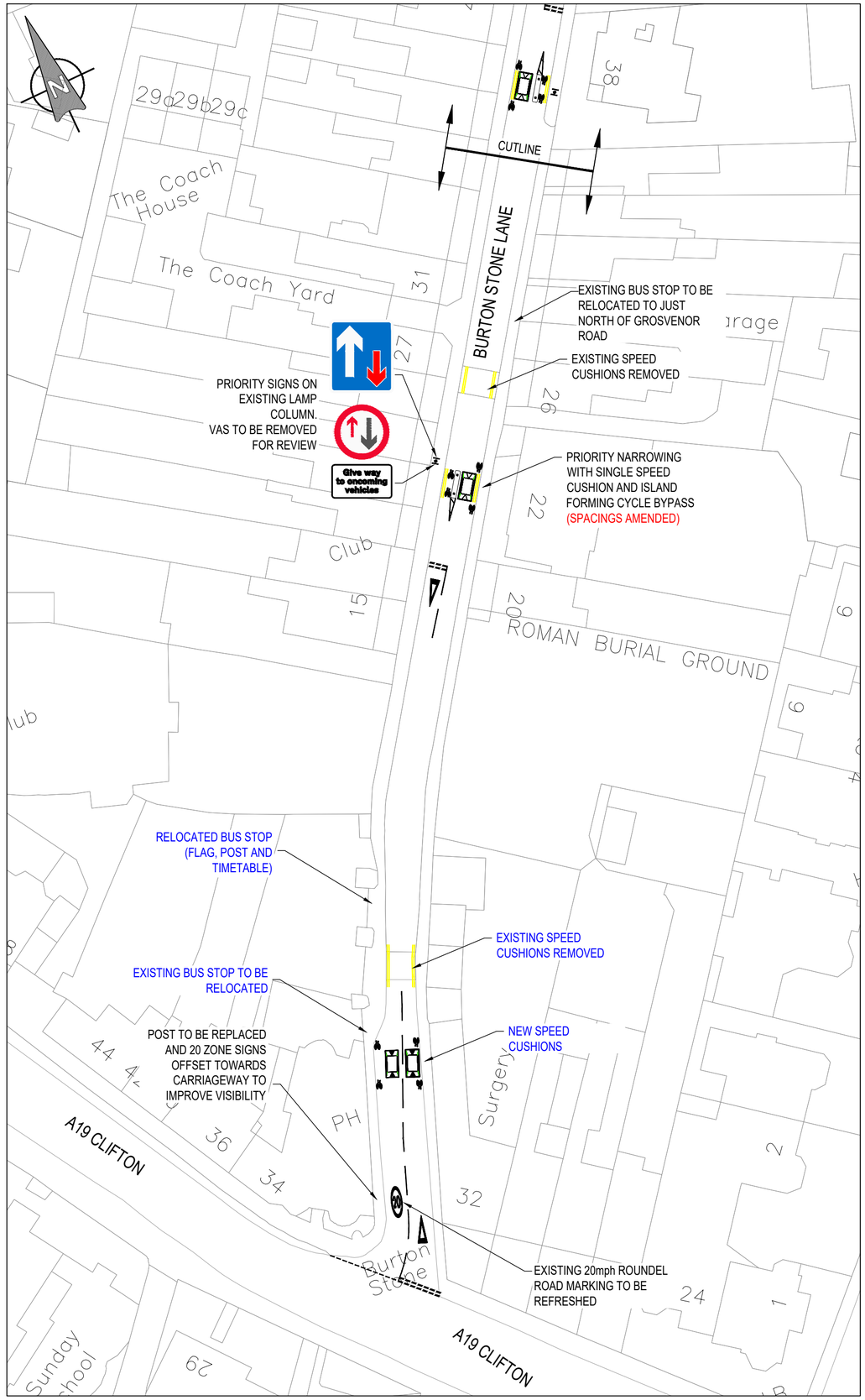

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B	DF	LR		10/21	Priority narrowing design amended
C	LR			12/21	RSA amendments shown in red
D	LR			12/21	Amendments shown in blue to address bus operators concerns

CITY OF YORK COUNCIL
Highways - Transport Projects and Delivery Team
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Project
CL-19-22 BURTON STONE LANE
WARD COMMITTEE
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Drawing
GENERAL ARRANGEMENT
AMENDED DECEMBER 2021

Drawn by	DF	Date:	OCT 2021
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Drawing No.	TP/200007/100/01D GA	Revision	D
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Agenda Item 6

Executive Member Decision Session **18 January 2022**

Report of the Director of Transport, Environment and Planning
Portfolio of the Executive Member for Transport

Summary

1. This report provides further information on the Tadcaster Road Sustainable Transport Scheme as requested at the Executive Member Decision Session in October 2021. It sets out:

   - The elements of the scheme to be delivered as part of the forthcoming Highways maintenance scheme in 2022/23
   - The elements of the scheme about which further work needs to take place before a decision can be made about their inclusion in the detailed work programme for the Tadcaster Road scheme

2. Where further work is required, the report sets out how this will take place and whether there is a need for further public engagement and consultation.

Recommendation

3. The Executive Member accepts the approach which is set out in this report for each location.

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

Background

4. At the Executive Member Decision Session (EMDS) on 19th October 2021 it was resolved that, whilst the Tadcaster Road Sustainable Transport scheme could be approved in outline, a report would be produced for the Executive Member for Transport which set out the priorities in delivering the scheme (decision 6.iv). This report fulfils that purpose.

5. The key objective of the October EMDS was, as far as possible, to provide continuous cycle lanes along Tadcaster Road (whilst also improving – or at least not worsening – conditions for bus services) and, in doing so, set the kerblines for the sustainable transport elements of the scheme so that it could go forward to business case development and to be incorporated into the Procurement Schedule for the Highways Maintenance Scheme (HMS). Following the October EMDS, a large extent of the design for Tadcaster Road was confirmed (except for some detail questions around the type of light segregation provided, and some road markings). This left details to be refined around the design in the following locations:

    1. A short section of walk/ cycle path near to the junction between Knavesmire Road and Tadcaster Road
    2. The section between the pedestrian crossing west of Pulleyn Drive and Nelson's Lane, where Tadcaster Road is not wide enough to allow LTN 1/20 compliant cycle lanes on both sides of the road;
    3. Detail, including the location of the inbound bus stop and pedestrian crossing, around the Slingsby Grove shopping area
    4. Moor Lane roundabout
    5. The section between Moor Lane Roundabout and the Sim Balk Lane junction/ Cemetery Corner
    6. The approach to be taken for the various stretches of light segregation that would be used along the corridor.

6. Since the EMDS there has been significant additional design work, including more general work refining and costing the designs put forward in October. There has also been some engagement with local stakeholders in the Slingsby Grove area. The project has advanced substantially, so this report is also an opportunity to report on this progress and the implications of the costings work. Annex A shows the areas where the design is fixed, and where further work is required.

Location 1 - Cycle/ footpath adjacent to Knavesmire Rd

7. Currently the cycle/ footpath at this location is narrowed because of trees at this location. To achieve a wider path at this location will require the boundary fence of the Knavesmire to be relocated and potentially the removal of a small tree, which will be replaced like for like on the Knavesmire. Further development work will need to be undertaken to finalise the layout and ensure no conflict with the special regulations around the Knavesmire as a city stray. It is proposed that the final decision on the layout is delegated to the Director of Transport Environment and Planning in consultation with the Executive Member for Transport.

8. Subject to that approval it is proposed that this change is progressed as part of the Highways Maintenance Scheme (HMS).

Location 2 - Pulleyn Drive to Nelson's Lane provision for cyclists

9. As noted in October, it is not possible to provide LTN 1/20 compliant cycle lanes in both directions, alongside a carriageway width of 3m on the section of Tadcaster Road between the pedestrian crossing west of Pulleyn Drive and the junction with Nelson's Lane. This is because the narrowest section of Tadcaster Road here is only 8.3m wide, with mature trees in the margin on both sides of the road making it impossible to widen Tadcaster Road without loss of the trees. To provide LTN1/20 compliant cycle lanes and 3m carriageway widths Tadcaster Road would need to be at least 9m wide (which is achieved elsewhere). This leaves the following options for the narrow stretch:

   - **Option 2A** - Substandard cycle lanes (<1.5m width) could be provided in both directions on Tadcaster Road
   - **Option 2B** - An LTN1/20 compliant lane, with a width of 1.5m, could be provided in one direction, with large cycle roundel symbols used to denote the presence of cyclists on the carriageway in the other direction
   - **Option 2C** - An LTN 1/20 compliant lane could be provided in the northbound (inbound) direction, with the southbound (outbound) direction provided with an off-road lane created by moving the existing Knavesmire fenceline approximately 2.0m into the Knavesmire to provide a 2.0m wide cycle lane off carriageway plus a 2.0m footway.
   - **Option 2D** – operating Tadcaster Road on a one-way shuttle basis – for the short stretch where it is too narrow by providing cycle lanes on both sides of the road by deleting the centre line.

10. Cost estimates by the Tadcaster Rd design consultant (Aecom) indicate that the cost of Option 2C would be approximately £350,000 whilst the other options would be effectively zero cost because they require only signing/ lining, which is required in any case as part of the maintenance scheme.

11. There is insufficient budget available within the Sustainable Transport Scheme to fund the £350,000 cost of the segregated path, and there are also unresolved issues around the amenity of providing the off-road lane by widening into the Knavesmire, and there are special considerations around construction on the city's strays. Consequently it is recommended that this option is discounted for inclusion in this scheme, but is considered for inclusion within York's emerging Local Cycling and Walking Infrastructure Plan (LCWIP), with further technical work undertaken on feasibility to inform its priority in the list of LCWIP schemes.

12. Option 2D is rejected as Tadcaster Road is significantly busier than the exemplar set out in section 6.4.16 of LTN1/20 and therefore not suitable for one way shuttle operation.

13. Option 2A: providing substandard lanes in both directions is also not recommended. Whilst the southbound side of the road has no side accesses/crossing movements, the northbound side is crossed by a number of driveways. Because there is a greater number of hazards on the northbound side of the road it is recommended that Option 2B is progressed with a cycle lane provided in the northbound direction, with the southbound side of the road showing cycle roundels.

14. It is proposed that Option 2B is progressed as part of the Highways Maintenance Scheme.

Location 3 - Slingsby Grove shopping area.

15. Concerns were raised in respect of the original proposals for Slingsby Grove around:

    - The lack of a pedestrian crossing in the area to cater for people using the shops and bus stops, despite one being provided in the Horseshoe/ Middlethorpe Grove area of Tadcaster Road;
    - The proposal to relocate the bus stop outside residential properties south of Slingsby Grove;
    - The configuration of the northbound cycle lane adjacent to Slingsby Grove shops – specifically whether it was best provided between the footway and the parked cars, or the parked cars and vehicle carriageway.

16. Annex B shows a proposed new layout which:

    - Moves the pedestrian crossing proposed for the Horseshoe area to just south of Slingsby Grove, retaining a pedestrian refuge to cater for crossing movements near Middlethorpe Grove;
    - Retains the bus stop within the shopping area, placing it approximately 20m north of its current location; and
    - Has a marked northbound cycle lane between the parked cars and the carriageway, protected by a 500mm buffer strip

17. These changes address the concerns raised and will be progressed as part of the HMS. If the draft design is agreed by the Executive Member, localised consultation will take place to inform residents and businesses of the proposed changes from the plans presented over the summer. It is proposed that a decision on the final configuration of the scheme is delegated to the Director of Transport Environment and Planning in consultation with the Executive Member for Transport with the Expectation that this section will be delivered as part of the Highways Maintenance Scheme.

Location 4 Moor Lane roundabout

18. Moor Lane roundabout continues to be a substantial impediment to cyclists on Tadcaster Road, particularly those heading southbound towards York College. The consultants have produced an alternative indicative design for Moor Lane roundabout which features:

    - Straight through crossings on the Principal Rise and both Tadcaster Road arms of the roundabout
    - Provision of a two-way cycle path on the southern side of the roundabout to enable cyclists to bypass it.

19. This layout is shown in Annex C of this report.

20. The traffic delay implications of this layout would need to be modelled prior to a decision being taken on implementation – however, an initial judgement would be that removing one of the northbound lanes across the roundabout would have an adverse effect on congestion and delay, particularly in the PM peak where there is already congestion in this location. A costing of this interventions set suggests it would cost approximately £870,000 to deliver. Although funds of approximately £400,000 are available over the next two years to replace life expired traffic signals equipment on the roundabout, there is insufficient headroom in the budget to fund the design in Annex C without further funding being identified.

21. There also remains the possibility that a more comprehensive redesign of the junction may be possible if funding can be sought in relation to development proposals on the Moor Lane car park (currently being used as a vaccination centre).

22. It is recommended that measures on Moor Lane roundabout are considered further, but not prioritised for delivery as part of the Highway Maintenance Scheme.

Location 5 - Moor Lane Roundabout to Sim Balk Lane

23. The section from Moor Lane roundabout to the Sim Balk Lane junction contains a number of elements. Owing to the complexity of resolving the shared path pinch point around the Sim Balk Lane junction (Cemetery Corner) at the time of writing it has not been possible to identify an optimal combination of measures which is also affordable and technically deliverable.

24. Work will continue to do this, but it is recommended that an allowance of £500,000 is made in the scheme cost schedule to accommodate the interventions set at this location. A further report will be brought forward to the Executive Member to consider this section. This report will consider whether this element of the scheme is best delivered as part of the Highways Maintenance Scheme.

Location 6 - Approach to light segregation

25. The position with regards to light segregation on Tadcaster Road is not straightforward. Although LTN1/20 provides some guidance about how to use light segregation, a variety of different techniques are being used by different local authorities. Design options should be considered carefully to minimise maintenance and visual intrusion while protecting users in the lane.

26. Some installations of light segregation have been successful in reducing cyclist/ vehicle conflict, whilst others have imposed disproportionate maintenance liabilities. The guidance in LTN 1/20 – and also the quality review of the scheme undertaken by West Yorkshire Combined Authority as part of the funding process – is supportive of providing light segregation as a means to reduce conflicts between cyclists and motorised vehicles and increase rider confidence on the corridor.

27. Light segregation can also mean many things, including (but not limited to):

    - Kerb segregated lanes
    - Barriers
    - Wands/ rails
    - Lanes stepped up from the carriageway level and protected by rumble strips

28. On Tadcaster Road the position is challenging in design terms. The width of the road varies and there are sections of sub-standard width highway. In some locations there is a need to provide protection for cyclists as they come on and off the carriageway. There are also obstacles, such as pedestrian refuges, which constrict the carriageway width for short distances and junctions with compromised layouts and geometries. Much of the corridor is also of high amenity, including sections in conservation areas. There are driveways and parking adjacent to cycle lanes, and some cobbled areas with roadside trees. In this sense Tadcaster Road is similar to many of York's principal radials, all of which present similar challenges, if varying by degree. Because of this, the approach piloted through this scheme will be evaluated so that its good features can be incorporated into the future schemes which can be expected to be designed as York develops its Local Cycling and Walking Infrastructure Plan.

29. The various constraints mean it is not possible to provide segregation all the way along the corridor (as has been done in some other towns and cities). Instead the approach taken is to use light segregation in relation to a particular conflict point.

30. Aecom, who are leading the design work on the Tadcaster Road corridor, have considered cycle lane segregation options at those locations where cyclists are most vulnerable – and hence providing more formal segregation is required to deliver a safe scheme. These points are, namely:

    - At re-entry points from off-carriageway to on-carriageway
    - Opposite side roads where there is a risk an ahead vehicle will undertake a right turning vehicle and stray into the cycle lane
    - Where the half road width is at the 4.5m minimum (3.0m general traffic lane + 1.5m cycle lane)

31. Two types of treatment are proposed depending on the specific location characteristics as set out below – proposed locations are shown in Annex D.:

32. **Type 1 – 'Light' segregation:** This is proposed where there is sufficient width to use bolt down segregation features whilst still maintaining at least 1.5m effective cycle lane width. One potential product is the Rosehill Narrow Cycle Lane Defender (there are other product options). The image below shows an example of its application on Great North Road, Newcastle with a 'wand pole' at the beginning and end of every section of segregation.

33. The proposed locations of light segregation are represented by the yellow dotted areas adjacent to the cycle lane line on the drawing in Annex D. Care has been taken to position the features so as to maintain access to driveways. 13 sections of light segregation are provided along the length of the corridor, each one relating to a conflict point. These sections are generally 20-30m in length, covering approximately 5% of the total 7km kerb length of the corridor.

34. **Type 2 – Stepped cycle track:** This intervention is proposed at locations where the half road width is 4.5m / there is insufficient space to accommodate light segregation. A level difference kerbed cycle track is provided as shown in the image below. Huntingdon Road Cambridge is a good example.

35. Where a stepped cycle track is proposed, the edge of cycle lane marking has been replaced with a solid purple line in the attached drawing. In total approx. 520m of stepped cycle track has been identified on Tadcaster Road. This is in one location - on both sides of Tadcaster Road in the Hunters Way area (approx. 100m on both sides of the junction) where the road width is constrained.

36. The total cost of the above interventions is estimated at approximately £350,000, although this is subject to further work from costing specialists as the design is refined. At this stage this can be accommodated within the outline budget.

37. It is recommended that there is engagement with modal groups, residents and other interested parties to refine the approach to light segregation which is proposed and to identify and address any issues or concerns that may be raised.

Consultation

38. Extensive consultation was undertaken over the summer of 2021 which informed the report prepared for the October 2021 decision session. This report is mindful of that consultation and additional consultation has been undertake with the ward councillors in Dringhouses Ward given the changes proposed in this location as part of this report.

Options

39. The Executive Member can:

- Accept the approach which is recommended in this report
- Reject the approach detailed in the report and instruct officers of the additional work required.

Analysis

40. Accepting the approach recommended in this report allows the business case for this project to be submitted to the funder in line with

the timescales required to deliver this scheme as part of the highway maintenance scheme which has time limited funding.

41. Future analysis will involve the monitoring of the corridor to assess the impact on sustainable modes of transport. The detail of this will be developed with WYCA as part of the detailed monitoring and evaluation strategy.

Council Plan

42. The measures proposed for Tadcaster Road support all the sustainable transport objectives in the Council Plan 2019-2023, and also economic development objectives, objectives to improve air quality and reduce carbon emissions in York.

Implications

Financial

This is an update report to the report to the Executive Member provided in October 2021. Financial implications are considered in that report and there are no additional financial considerations in this report.

Legal

Any packages of works and professional services in respect of this project will need to be carried out in accordance with the council's Contract Procedure Rules and the Pubic Contracts Regulations 2015 (PCRs), as appropriate.

It is noted that funding will be received from Transforming Cities Funding (via WYCA). Legal Services will review the funding agreement once it is received, which will be based on the standard template agreement with WYCA.

As part of the review of the funding agreement, an analysis of the funding in respect of the Subsidy Control Regime (previously State Aid) will need to be undertaken. It is highly likely however that the funding will not amount to a controlled subsidy as CYC will use the funding to contract with suppliers to deliver the approved delivery and procurement strategy, and will ensure that a compliant, competitive procurement route is followed in accordance with the PCRs. This should therefore satisfy the requirement that trade between the UK and the EU is not affected.

One Planet Council / Equalities

43. The Tadcaster Road scheme has an important role in promoting equality of access to the transport network and, by implication, to the opportunities afforded by use of York's transport network. An EIA is contained with Annex E.

Risk Management – A key objective of this project has been to deliver the sustainable transport improvements to Tadcaster Road at the same time as the Highway Maintenance Scheme. This is to minimise disruption on a key arterial route for both the users and residents in the area. Combining the two schemes achieves 15% more for the funding available. Failure to agree a scheme now would result in two separate schemes with the consequent impact on disruption and value for money.

Contact Details

Authors:

Julian Ridge
Sustainable Transport Manager
Tel No. 2435

Chief Officer Responsible for the report:

James Gilchrist
Director of Environment, Transport and Planning

Specialist Implications Officer(s) List information for all

Implication : Financial (Patrick Looker) Implication: Legal (Dan Moynihan)

Wards Affected: Micklegate and Dringhouses and Woodthorpe

For further information please contact the authors of the report

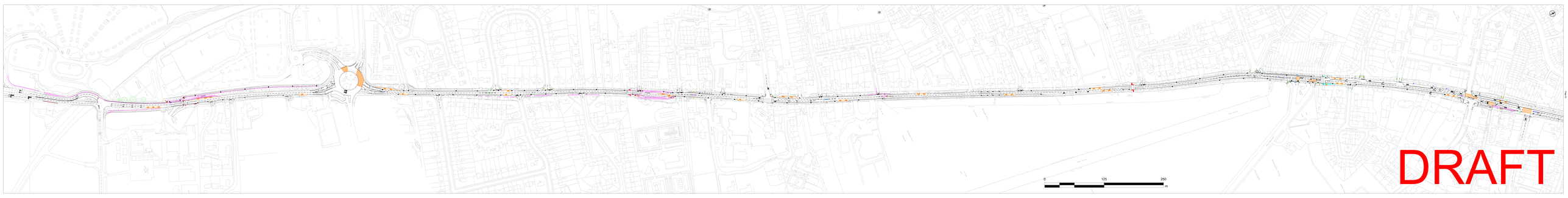
Annexes

Annex A – Existing Layout/ areas agreed October 2021
Annex B – Proposed new layout around Slingsby Grove

Annex C – Potential Moor Lane Roundabout layout for evaluation
Annex D – Light segregation proposals
Annex E – Equalities Impact Assessment

Background Papers
Decision Session – Executive Member for Transport – 19 October 2021
Tadcaster Road Sustainable Modes Improvement Scheme
Tadcaster Rd Sustainable Modes Report.pdf (york.gov.uk)

List of Abbreviations Used in this Report
HMS - Highways Maintenance Scheme
LCWIP - Local Cycling and Walking Infrastructure Plan
PCRs - Contract Procedure Rules and the Pubic Contracts Regulations 2015
WYCA – West Yorkshire Combined Authority
TCF – Transforming Cities Fund
CYC – City of York Council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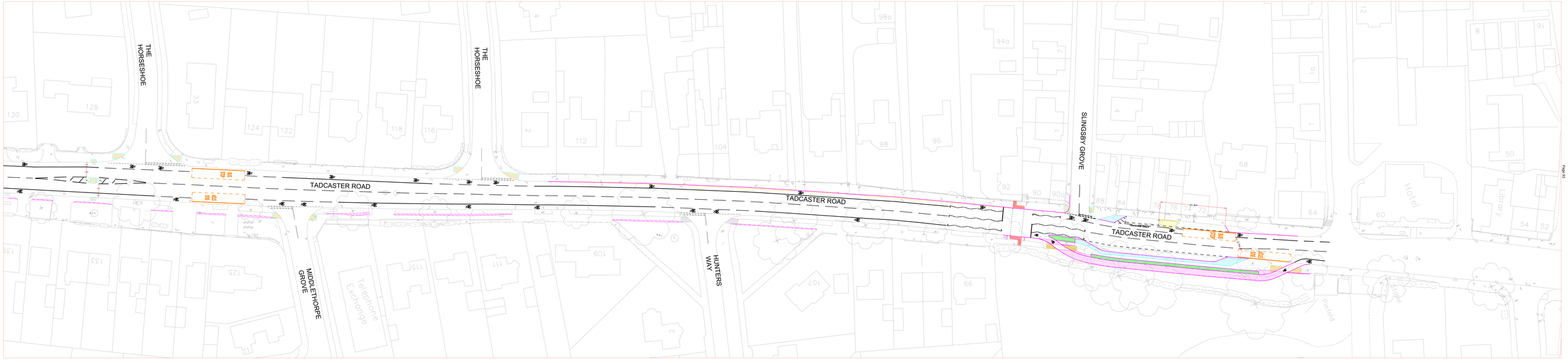
THE HORSESHOE
THE HORSESHOE
TADCASTER ROAD
TADCASTER ROAD
TADCASTER ROAD
SLINGSBY GROVE
MIDDLETHORPE GROVE
HUNTERS WAY
Telephone Exchange
Hotel
Library
Pinfold

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EXISTING HEDGE LINE TO BE REMOVED AND REPLANTED

PROPOSED VRS

EXISTING BRIDGE PARAPET TO SUBWAY

EXISTING RETAINING WALL TO BE RECONSTRUCTED

INDICATIVE TREE LOCATIONS, SUBJECT TO TOPOGRAPHICAL SURVEY

TADCASTER ROAD DRINGHOUSES

Dringhouses Burial Ground

Dringhouses Bowling Green

Dringhouses Hills

TADCASTER ROAD

TADCASTER ROAD

WOODMANSEY AVENUE

CHESSINGTON AVENUE

BARKER DRIVE

DAWSON DRIVE

York Sixth Form College

NOT INCLUDED IN PHASE 1 WORKS

0 25 50 m

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Segregation Key:
Type 1 Light Segregation
Type 2 - Stepped Cycle Track
0
125
250
m
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City of York Council

Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place
Service Area:	Transport
Name of the proposal :	Tadcaster Road Sustainable Transport Scheme
Lead officer:	Julian Ridge
Date assessment completed:	10/01/2022

Names of those who contributed to the assessment :			
Name	**Job title**	**Organisation**	**Area of expertise**

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.
	To provide a scheme to benefit sustainable modes (bus, cycle, walk) on Tadcaster Road, York, between Askham Bar and Blossom Street.

1.2	**Are there any external considerations?** (Legislation/government directive/codes of practice etc.)
	Highway design work must comply with the relevant legislation and design codes. Design of measures for cyclists must be cognisant of LTN1/20 – the design guide for cycling infrastructure.

1.3	**Who are the stakeholders and what are their interests?**
	There are many stakeholders. Those on the corridor who are reliant on Tadcaster Road for access, people using the transport services on Tadcaster Road – including bus users, cyclists, pedestrians and those using vehicles on the corridor. There are a number of businesses and residencies which look directly onto Tadcaster Road and will be impacted by any change in the amenity of the corridor. Like all roads, Tadcaster Road is used, and crossed, by people with a range of sensory and mobility impairments, who have particular needs of the transport system.

1.4	**What results/outcomes do we want to achieve and for whom?**

	The project seeks to improve provision on Tadcaster Road for people using sustainable modes – including walking, cycling and bus services. This will help to meet the Council Plan objectives 'Getting around sustainably' and 'Good health and wellbeing'.

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.
Source of data/supporting evidence	**Reason for using**
Public consultation	The scheme was subject to a wide ranging public consultation exercise in Summer 2021.

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**
Light segregation	The report includes a commitment to consult stakeholders on light segregation to be used on the corridor.

Step 4 – Analysing the impacts or effects.

4.1	**Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?** Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations**.**		
Equality Groups and Human Rights.	**Key Findings/Impacts**	**Positive (+) Negative (-) Neutral (0)**	**High (H) Medium (M) Low (L)**
Age	No effect	0	
Disability	The scheme improves provision for cyclists, including those using adapted cycles because of a mobility impairment. The scheme provides three new signalised pedestrian crossings, which will be easier for people with sensory or mobility impairments to use in comparison to the current provision comprising pedestrian refuges.	+	M
Gender	No effect	0	

Gender Reassignment	No effect	0	
Marriage and civil partnership	No effect	0	
Pregnancy and maternity	No effect	0	
Race	No effect	0	
Religion and belief	No effect	0	
Sexual orientation	No effect	0	
Other Socio-economic groups including :	**Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?**		
Carer	No effect	0	
Low income groups	No effect	0	
Veterans, Armed Forces Community	No effect	0	
Other	No effect	0	
Impact on human rights:			
List any human rights impacted.	None	0	

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?**
NA	

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:**
- **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**
No major change to the proposal.	The EIA demonstrates the proposal is robust

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**

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?
	Providing a comprehensive monitoring and evaluation report will be a condition of the business case for the project. This will consider impact on all groups in the population, including marginalised groups, and consider any modifications to the scheme required to respond lessons learned.