



## Notice of a public meeting of

### Decision Session - Executive Member for Economy and Transport

**To:** Councillor Kilbane

**Date:** Tuesday, 11 July 2023

**Time:** 10.00 am

**Venue:** The Auden Room - Ground Floor, West Offices (G047)

### AGENDA

#### Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democratic Services by **4:00 pm on Thursday 13 July 2023**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday 7 July**.

**1. Declarations of Interest** (Pages 1 - 2)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

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

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

**2. Minutes** (Pages 3 - 22)

To approve and sign the minutes of the last Economy and Strategic Planning Decision Session held on 21 March 2023.

To approve and sign the minutes of the last two Transport Decision Sessions held on 14 and 21 March 2023.

**3. Public Participation**

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

Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is **5:00pm on Friday 7 July 2023**.

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://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 relevant Democracy Officer, on the details at the foot of the agenda.

**Webcasting of Remote Public Meetings**

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public

speakers who have given their permission. The remote public meeting can be viewed live and on demand at [www.york.gov.uk/webcasts](http://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](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

**4. Bishopthorpe Road Respark Experimental TRO** (Pages 23 - 34)

The report is prepared to review the Experimental TRO introduce a ResPark Area (24/7), allowing 60 minutes parking for non-permit holders, in the following streets:

- Bishopthorpe Road between Balmoral Terrace/Beresford Terrace and Campleshon Road/Reginald Terrace;
- Balmoral Terrace between Bishopthorpe Road and Montague Street.

**5. Decision to Consider a Consultation to Propose the Removal of Cash Payments From the Parking Estate** (Pages 35 - 58)

This report is to seek a decision by the Executive Member for Economy and Transport to agree to a consultation on the removal of cash payments to pay for parking across the car parking estate.

**6. New Lane, Acomb - Review of Existing 20mph Limit** (Pages 59 - 114)

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

**7. Urgent Business**

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

Democracy Officer: Margo Budreviciute  
Telephone No- 01904 553819  
Email- [margo.budreviciute@york.gov.uk](mailto:margo.budreviciute@york.gov.uk)

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

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

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

### Declarations of Interest – guidance for Members

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

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

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

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

City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Economy and Strategic Planning
Date	21 March 2023
Present	Councillor Mason
Officers in attendance	James Gilchrist, Director of Environment, Transport and Planning Simon Brereton, Head of Economic Growth Helene Vergereau, Traffic and Highway Development Manager

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**24. DECLARATIONS OF INTEREST (16:00)**

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests or other registerable interests he might have in respect of business on the agenda, if he had not already done so in advance on the Register of Interests. None were declared.

**25. MINUTES (16:00)**

Resolved: That the minutes of the previous meeting held on 24 January 2023 be approved as a correct record and be signed by the Executive Member.

**26. PUBLIC PARTICIPATION (16:00)**

It was reported that there had been three registrations to speak under the Council's Public Participation Scheme.

Councillor Mark Warters spoke on agenda item 4 - Hull Road Verges Status. He called for a full appraisal of annex A to be delivered alongside a covering letter to all residents on Hull Road before the decision is made to allow them to consider the implications. He concluded by stating the negative impacts of this decision for residents and requesting that the Executive Member defers this decision.

Gwen Swinburn also spoke on agenda item 4. She asked the Executive Member to defer the decision to allow the Council to receive legal advice and approach landowners on Hull Road to compensate them. She also spoke about private grass areas in the Hull Road ward being cut by public funds.

Ben Rich spoke on agenda item 5 - Inclusive Growth Fund – Final Allocation. He spoke on the ‘Big Tent Ideas and Festival Summit’ and explained its purpose was to stimulate regeneration and support left behind communities through political engagement. He listed the organisations involved in the event and the speakers attending before thanking the Council for considering to support the event.

## **27. HULL ROAD VERGES STATUS (16:09)**

The Executive Member considered a report which detailed the Planning Authority’s position on the status of the Hull Road verges, located between Nursery Gardens and number 315 Hull Road (to the north of the A1079).

The Traffic and Highway Development Manager detailed the report and explained that the status of the Hull Road verges needed clarifying, with some parts proposed to become adopted highway. She then stated that the Council was also planning on serving notices and writing to residents and that they had a right to object to the process.

In response to questions from the Executive Member, the Traffic and Highway Development Manager and Director of Environment, Transport and Planning stated that:

- The Planning Authority’s position needed clarifying to determine what it would deem the land to be in planning terms, if it was going to be developed. As the land on the verges is not within the curtilage of the dwellings, the use of the verge for parking would be a change of use of the land and would require planning permission.
- If residents objected to the process, it would then be independently looked at and the Council could take the decision further if necessary or negotiate with landowners.



The Executive Member requested that, outside of serving notices, Officers engage with residents further so that they were fully informed of the decision, which they agreed to do.

Resolved:

- i. That the Planning Authority's position on the status of the Hull Road verges, located between Nursery Gardens and number 315 Hull Road (to the north of the A1079), subject to any valid objection received in relation to the adoption process pursuant to Section 228 Highways Act 1980, be approved.

Reason: To provide clarity to existing and future landowners.

- ii. That the attached draft Director Decision presenting the proposed approach to the adoption of part of the verges as highway maintainable at the public expense pursuant to Section 228 Highways Act 1980, be noted.

Reason: To protect the rights of highway users and provide clarity to existing and future landowners.

## **28. INCLUSIVE GROWTH FUND – FINAL ALLOCATION (16:16)**

The Executive Member considered a report which provided a final update on the actions set out in the Inclusive Growth Fund.

The Head of Economic Growth presented the report and detailed the eight inclusive growth fund projects across the city alongside the work they completed and the benefits they brought.

He concluded by explaining that £50k of the 'Greening our Retail Estate' funding remained unallocated and that there was sufficient funding to provide a grant of £30k be provided to support the York 'Big Tent Ideas and Festival Summit' in June 2023, should the Executive Member be minded to do so. He noted that the balance of unallocated funding would be used to support pressures elsewhere in the Council budget.

The Executive Member praised the progress made and;

Resolved:

- i. That the progress that has been made on the agreed Inclusive Growth Fund projects be noted.

Reason: So that the Council nurtures a pipeline of projects that positively address inclusive growth in the City of York.

- ii. That a final allocation of £30k from the inclusive growth fund to support inclusive growth aspects of the Big Tent Festival be made.

Reason: To support inclusive growth in the City of York.

Councillor Mason, Executive Member

[The meeting started at 4.00 pm and finished at 4.23 pm].

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Meeting	Decision Session - Executive Member for Transport
Date	14 March 2023
Present	Councillors D'Agorne and Craghill
Officers Present	<p>Neil Ferris – Corporate Director of Place  Tracey Carter - Director of Housing, Economy and Regeneration  James Gilchrist - Director of Environment, Transport and Planning  Dave Atkinson – Head of highways and Transport  Cathryn Moore – Legal Manager - Projects  Helene Vergereau - Principal Development Control Engineer (Planning)  Darren Hobson - Traffic Management Team Leader  Andy Vose - Transport Policy Manager</p>

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#### **59. Declarations of Interest (10:01)**

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

#### **60. Exclusion of Press and Public (10:01)**

Resolved: That the press and public be excluded from the meeting during the consideration of annexes D and E for Agenda Items 5 minute 63 on the grounds that they contain information relating to individuals and the financial affairs of particular persons. This information is classed as exempt under Paragraphs 1 and 2 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by the Local Government (Access to Information) (Variation) Order 2006).

**61. Minutes (10:03)**

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 21 February 2023 be approved and signed by the Executive Member as a correct record.

**62. Public Participation (10:03)**

It was reported that there had been 10 registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr Warters spoke on the petition regarding Noddle Hill. He stated that the Council had created the lay-by issue by expelling the family from an official site and needed to solve the housing issues of the family to end the encampment.

Gwen Swinburn requested that the Council stop implementing LTN's and Residents Parking schemes until new strategy was developed. She also raised concerns regarding Monkgate which she felt had been changed to favour cyclists but endangered pedestrians.

Cllr Smalley welcomed the work undertaken on the Active Travel Programme and asked that the project to deliver part two of active travel work on Shipton Road be undertaken.

Kate Ravilious requested that active travel projects identified in York's Local Cycling & Walking Infrastructure Plan (LCWIP) be delivered and funding not be deferred. They also stated the need for accessible access between Copmanthorpe and Bioshopthorpe across the railway.

Carol Green stated that Network Rail were taking the cheapest option in relation to the Copmanthorpe Level Crossing. She noted the importance of the route for local residents and those travelling the Eborway. She confirmed that wheelchair users could use the current crossing and a new crossing could improve accessibility rather than reducing it.

Gill Shaw stated that the Noddle Hill Lay-by used to be used by commercial vehicles and could be used again. She asked why the family encamped on the lay-by who the Council was not

recommending to move were removed from official site without plans for where the family would relocate too.

Cllr Doughty spoke in favour of delivering a cycle route between Strensall and Huntington which could promote a move to cycling for Huntington Secondary school pupils. He noted that a feasibility had already been undertaken some years ago into the delivery of the route which he was happy to share with officers if required.

Cllr Melly stated that she considered the LCWIP to be five years late and was now being rushed through with the Council having delivered substandard transport infrastructure during the current administration.

Cllr Orrell spoke on the need for a Low Traffic Neighbourhood for The Old Village, Huntington. He outlined issues residents had raised and the support for interventions including some level of closure to traffic.

### **63. Response to petition regarding Noddle Hill lay-by (10:30)**

Officers outlined that the unauthorised encampment at Noddle Hill layby had many complicated legal elements that had made reaching a resolution challenging. It was noted that the recommendations outlined short, medium, and long term proposals for the use of the layby.

The layby was confirmed to be part of the old alignment of the road and its current land ownership was not known. Officers confirmed that unknown ownership of older roads was not uncommon and that work was being undertaken to identify ownership. It was confirmed that the stopping up order which was intended to lead to a green space in place of the layby would be subject to public consultation.

The Executive Members noted in accordance with their decision at minute 62 that they would enter private session to consider the exempt annexes within the report at 10:40 and returned and resumed the meeting in the public session at 10:44.

The Executive Members noted that they recognised residents' concerns and welcomed the actions proposed by officers and agreed to the recommendations in the report. They also

welcomed the new sites for Gypsy and Traveller Accommodation in the York Local Plan.

Resolved:

- i. Noted the E-Petition received;
- ii. Noted the interim situation for the unauthorised encampment at Noddle Hill;
- iii. Noted the future work proposed to increase the amount of Gypsy and Traveller Accommodation as part of the delivery phase of the Local Plan which will enable relocation of the encampment to an authorised site;
- iv. Noted the establishment of a Project Manager post by the Corporate Director of Place in Consultation with the Executive Member for Housing in regard to already committed S106 funds and to commence early engagement with the developers of strategic sites and commence planning for the provision of additional pitches;
- v. Agreed, subject to land ownership questions being clarified, to commence the process to stop up the Noddle Hill layby as being surplus to highway requirements and develop proposals for a green area to improve the amenity of the adjoining area.

Reason: To ensure the long-term solution to the unauthorised encampment at Noddle Hill and reflect the legal protections afforded to the individuals on the encampment.

**64. PROW: Public Footpath Copmanthorpe No 2. Proposed closure of Copmanthorpe Level Crossing - update (10:50)**

Officers introduced the report noting that Network Rail were continuing with their initial proposals for the closure of Copmanthorpe Level Crossing and a new step footbridge to replace it. This decision by Network Rail to proceed with a stepped bridge is been made despite concerns raised about the equality impacts of a stepped bridge and the decision taken previously by the Executive Member to reject an application submitted under s119A of the Highways Act 1980 - Rail Crossing Diversion Order as the proposed footbridge would not provide provisions to allow disabled pedestrians to use the

crossing. The footbridge proposal being unlight and enclosed was also considered to be an unsafe crossing particularly at night.

The Executive Member noted that he felt that Network Rail were not meeting their duty to remove barriers to walking and cycling particularly for disabled users. He also noted that a new housing development nearby would likely increase the use of any crossing.

Resolved:

- i. To delegate authority to the Director for Environment, Transport and Planning in consultation with the Executive Member for Transport, in accordance with paragraphs 15 or 16 of this report (as the case may be), to:
  - a) formulate and submit an objection to the TWA Order; or
  - b) formulate and submit a representation in support of the TWA Order; or
  - c) submit a representation that neither supports nor objects to the TWA Order i.e. effectively adopt a neutral position with no positive case in relation to the principle of the TWA Order.

Reason: So that an outline decision can be made to Network Rail's TWA Order application before the restrictions of the pre-election period come into effect, by giving specific delegation to an Officer to complete and submit the detail of the relevant submission on behalf of the Council, within the 6 week statutory consultation period, or to review that decision if circumstances change.

## **65. Respark Schemes and Low Traffic Neighbourhood Updates (10:55)**

The process for Residents Parking Schemes were outlined, noting the role of petitions and requests to start the process to consider an area for residents parking. The process for implementing a Low Traffic Neighbourhood it was noted was less clear due to the broader nature of implementing, in these cases Officers confirmed that they were always considered by

the Executive Member and experimental trails were implemented to ensure they were working effectively.

To plan how to consider and deliver Low Traffic Neighbourhoods where they were desired it was agreed that they would be filtered into a work stream with Residents Parking Schemes to identify which to progress as standalone projects and which to be considered as part of a wider piece of work.

Resolved:

- i. Agreed that petitions submitted will be filtered into one stream of work and progressed in the order that they are received.

Reason: This will help provide a better oversight of work programs and not give an unrealistic timescale for progression of requests.

**66. Dft Micromobility trial update (11:03)**

Jessica Hall from TIER Operations Ltd who have been delivering the Council's micromobility trail joined the meeting to discuss the report. She noted that TIER were now the world's largest provider of micromobility and that York was the companies first city. She confirmed that there remained potential for expansion of the trail in areas such as Acomb and Huntington. She also confirmed that demand for the use of e-scooters and e-bikes continues to increase.

The Executive Member thanked TIER for their work with the Council on the trail and welcomed the potential for expansion including to areas outside of the outer ring road. Noting that the trail was in its final year it was confirmed that no guidance from Government had yet been published.

Resolved:

- i. Noted that a report will be presented to the Executive Member for Transport once further details of the legislative changes impacting micromobility are announced;



Reason: The Council requires information from Government legislation regarding the changes impacting micromobility.

**67. York Local Cycling & Walking Infrastructure Plan Update (11:13)**

The Executive Member considered the progress report and welcomed the evidence base being developed and looked forward to a LCWIP being adopted. The Executive Member noted that schemes such as the changes to Coppergate which had reduced traffic had seen an increase in footfall for shops in the area. It was noted that the Systra Ltd proposals would go to public consultation after the local elections in May 2023. Officers confirmed that once the LCWIP was adopted it would be a living document that would be updated with new schemes when ready.

Resolved:

- i. Acknowledged the progress made to date towards completion of York's LCWIP.

Reason: To ensure the Executive Member is up to date and to enable him to highlight any concerns.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 10.00 am and finished at 11.27 am].

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Meeting	Decision Session - Executive Member for Transport
Date	21 March 2023
Present	Councillors D'Agorne
Officers in Attendance	James Gilchrist - Director of Transport, Planning and Environment Dave Atkinson - Head of Highways and Transport Christian Wood - Smart Transport Programme Manager Tony Clarke - York Central Lead Shoaib Mahmood – Transport Project Manager David Walker - Head of Customer, Resident and Exchequer Services

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#### **69. Declarations of Interest**

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

#### **70. Public Participation**

It was reported that there had been 10 registrations to speak at the meeting under the Council's Public Participation Scheme.

Gwen Swinburn noted that she felt highways related decisions had not been brought to the Transport Decision Session. She asked that a metal railing be installed on Monkgate to make it safer for pedestrians. Finally she asked for clarification on legal status of the tarmac work the Council had undertaken on Springfield Close which was private land.

Cllr Melly outlined her disappointment in both the report on the Acomb Road scheme and the lack of progress in the Active Travel Programme. She raised concern that the Leeman Road closure was going ahead despite work to improve the riverside

path not being completed. Finally she enquired as to why Hospital Fields Road was having Active Travel work undertaken when it scored lower other areas that were not being worked on.

Cllr K Taylor raised concerns regarding the riverside path which did not have funding assigned to complete all improvements outlined for the route, which was a key route into town for residents losing access through Leeman Road. He also raised concern that the Council recommendations would not solve issues on Acomb Road.

Kate Ravilious raised concern that the Council's active travel scheme were not following the Council's own LCWIP. They raised concern that the Council was bidding for millions of pounds for schemes over which it expected to be assigned and were delivering some schemes which didn't improve cycling. Noting that Hospital Fields Road was not in the Council's top 10 priorities they asked that the Council drop the scheme and prioritise elsewhere.

Lucy Steels-Walshaw part of Leeman Road Residents association. She thanked Ward Councillors for their help and noted concern that access to the city centre was not being improved for Leeman Road Residents who would lose their road into the city. She welcomed improving lighting and CCTV on the riverside path but was concerned the Council did not present a plan B should the Council not receive sufficient funding to finish improving the path.

Joanna Gawthorpe highlighted the work undertaken at Acomb Road School to promote active travel. She highlighted concerns about safety for pupils attending the school currently and asked for improvements to area to make it safer to walk and cycle.

Zenia Chapman raised concerns that the Council's recommendations regarding Acomb Road would not make it safer for pedestrians and cyclists. She highlighted that poor pay had prevented the employing of a new crossing officer. She noted her concern that it would take a child being harmed by traffic for sufficient action to be taken.

David Finch Chair of Fiends of Leeman Park outlined that the riverside path was important but was left out of the York Central project, despite this he noted that the inspector expected the Council to improve the path as part of the work being done for

the York Central project. Therefore he noted his disappointment that he felt the Council had reduced plans for improving the path and asked that for assurances that the Council would deliver all the improvements to the path even if its bid for funding was unsuccessful.

Louise Woodruff speaking regarding the Acomb Road Scheme noted there had not been a Crossing Patrol Officer for two years and didn't expect the role to be filled due to poor pay. She asked for school warning signs to be installed in the area and that a 20 MPH speed limit be introduced like around other schools.

Lynette Mills speaking on behalf of the York Cycle Campaign outlined that the campaign felt the Council had failed to improve active travel in York and had failed to use allocated funding. They noted that Hospital Fields Road was not identified as a priority in the Councils LCWIP and that funding should be allocated to areas identified as higher priority.

#### **71. Acomb Road Safety Update**

Officers outlined the report and confirmed that road safety was taken seriously with an aim to deliver appropriate and proportionate measures. It was confirmed that concerns were raised regarding Acomb Road and Hamilton Drive and that petitions were being collected by residents. Officers confirmed from sight visits that there was an increased level of traffic around school drop off time. It was confirmed that additional resource was being put in place to appoint a new Crossing Patrol Officer and that work was being undertaken with HR to review the job role as it was confirmed that the Council was struggling to appoint to the post across the city.

It was confirmed that the Council did not have recent speed data for the streets in question and would aim to collect data to identify locations of most concern and would include as part of the Acomb Road active travel scheme.

The Executive Member considered and approved the recommendations adding to recommendation 11 the council advertise the Traffic Regulation Order should additional yellow lining be required on West Bank and to delegate to the Director of Environment, Transport and Planning to implement if there are no objections.

Resolved:

- i. That the council promote and relaunch the existing campaign to recruit a school crossing patroller on Acomb Road;
- ii. That officers work with HR to review school crossing patrol role and terms and conditions;
- iii. That a review of the policy for pedestrian crossings and bring to an Executive Member decision session;
- iv. To collect speed data currently on Acomb Road to determine the level of compliance with the 30mph limit;
- v. Add the section of Acomb Road in the vicinity of the crossing points to Acomb Primary school and West Bank park to the Speed Limit review programme to see whether the speed limit can be reduced to 20mph;
- vi. Ensure that speed limits review form part of the considerations of the Acomb Road Active Travel scheme;
- vii. Noted Ward scheme to improve conditions for cyclists and Safer route to school schemes on Hamilton Drive;
- viii. Ensure the 30mph speed limit issue is reviewed as part of these schemes on Hamilton Drive;
- ix. Officers to explore the feasibility of crossing improvements on Acomb Road including collecting the data on pedestrian and traffic movements to see if this meets the criteria in Department for Transport guidance and Council policy for a safe place for a pedestrian crossing;
- x. That a traffic modelling review the impact of a banned right turn from Grantham Drive onto Acomb Road be undertaken;
- xi. Delegate to the Director of Environment, Transport and Planning a review of the lining on West Bank and advertise a Traffic Regulation Order. Delegate to the Director Environment, Transport and Planning for implementation if there are no objections;
- xii. Implement signage improvements where identified;

Reason: To respond to resident concerns around road safety in the area.

## 72. Active Travel Programme Update

Officers introduced the Active Travel Programme update and confirmed that the existing priorities for the programme had been agreed by the Executive in 2022. They noted that allocations for tranche 4 Active Travel funding was likely to be lower than previous allocations due to central government budget cuts. It was noted that many schemes in the LCWIP were at an early stage which was why some lower priority schemes which were ready for consultation were currently being progressed. Officers confirmed that in conversations with Active Travel England that bids should be separated to focus on those that are ready for delivery and those that were longer term schemes.

The Executive Member considered a number of schemes in the programme including the Riverside Path which was raised during public participation. Officers confirmed that residents had been consulted with responses focusing on additional lighting for the path as well as raising and widening the path to reduce the number of days the path was unpassable due to flooding. Officers confirmed that they were recommending to deliver in stages focusing on affordable parts of the scheme such as lighting and CCTV. Should the Council not be successful in getting sufficient funding to deliver the other parts of the scheme it was confirmed that a new report would be brought to a Transport Decision Session for consideration how to move forward. Lighting underneath Scarborough Bridge was discussed and the Executive Member asked that it be included in work on the Riverside Path. Signage was also discussed around Scarborough Bridge.

Resolved:

- i. Noted the update on the progress of the Active Travel Programme contained within this report;

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

- ii. Noted the update contained within this report covering the recent ATF4 bid submission;

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

- iii. Approved the “A19 Phase 1 Interventions” Project Outline (Option 1). It should be noted that a decision on the implementation of the crossing is not being sought at this time. A further public decision on the proposals will be presented after feasibility work has been completed;

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

- iv. Noted the results of the Riverside Path Consultation, the initial feasibility work undertaken by Aecom and the current funding gap;

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

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

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

### **73. Active Travel Programme – Hospital Fields Road Scheme**

Officers introduced the report outlining the scheme, it was noted that Hospital Fields Road was part of the east west cycle link so was a strategic route for the city. The Executive Member was presented with three options for delivery and enquired about the proposals having segregation one way. Officers confirmed that this due to the limited road space with industrial vehicles. The Executive Member enquired about the junction joining Fulford Road and altering the traffic signals and cycle lane interface to make it safer for cyclists going straight on. It was confirmed that the junction had not been within the scope of the scheme and



therefore the Executive Member requested that these be reviewed by officers and that schemes be brought back to an Executive Member decision session.

Resolved:

- i. Approved the advertisement of amendments to the Traffic Regulation Order (TRO) to implement the parking restrictions required by all design options;
- ii. Noted the Executive Members preference for scheme A;
- iii. Officers were requested to expand the scope of the project to include the traffic signals, particularly for cyclists, at the junction of Hospital Fields Road and Fulford Road.
- iv. Officers were asked to review how the cycle lane interfaces with the advance stop line especially for cyclists going straight on from Hospital Fields Road.
- v. Development of the scheme to be brought back to a future decision session before progressing to a detailed design stage.

Reason: To respond to the comments made by the public to improve safety.

#### **74. Resident Parking (Recommendations from Scrutiny)**

Officers introduced the report, it was confirmed that the Economy and Strategic Planning Policy and Scrutiny Committee had undertaken a review into parking and have made a series of recommendations for the Executive Member to consider.

It was confirmed that some non-digital users were still struggling to access paper parking permits and officers confirmed that they would encourage individuals to get in touch with the Council about these problems. It was noted that the Council recorded customer services calls so problems raised in calls could be reviewed. Officers were also asking that the Parking User Group to undertake additional work around the customer portal. It was also confirmed that call volume regarding parking permits had begun to fall suggesting less individuals accessing these permits were still having issues.

The Executive Member considered the recommendations outlined in the report and agreed with these recommendations.

Resolved:

- i. Noted the response to the scrutiny recommendations detailed within paragraph 25 of this report;
- ii. Noted that the council's use of digital services is to ensure that the customer centre resources can be targeted at those customers who need the most support;
- iii. Noted that non digital customers can access paper visitor permits through the customer centre;
- iv. Noted a parking user group has been set up and the first meeting has occurred;
- v. Noted that a new version of the customer parking portal will go live in the summer;
- vi. The parking user group be requested to undertake some early testing of the customer portal of the new system before it goes live to the public.
- vii. Requested that the parking user group reviews the customer journey for non-digital customers of the new system particularly around visitor vouchers.
- viii. Recommendations from the user group will be reported to a future Executive Member Decision Session taking into account any budgetary implications of the recommendations.
- ix. Noted the lesson learnt of the need for early engagement and lessons learnt.

Reason: To respond to the recommendations of the Economy and Place Scrutiny Committee to ensure lessons are learned to improve the approach to parking for customers and residents.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 10.00 am and finished at 1.30 pm].



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**Decision Session – Executive Member for  
Economy & Transport**

**11 July 2023**

Report of the Director of Environment, Transport and Planning

**Bishopthorpe Road Experimental TRO Res Park**

**Summary**

1. The report is prepared to review the Experimental TRO introduce a ResPark Area (24/7), allowing 60 minutes parking for non-permit holders, in the following streets:
  - Bishopthorpe Road between Balmoral Terrace/Beresford Terrace and Campleshon Road/Reginald Terrace;
  - Balmoral Terrace between Bishopthorpe Road and Montague Street.

**Recommendations**

2. The Executive Member is asked to:
  - i. Approve the making of the permanent Order, so the Residents' Priority Parking will continue to operate as it has during the experimental Period.

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

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

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

## **Background**

3. The Experimental TRO was introduced in response to concerns expressed by the resident in the consultation period of the draft Order as the marked parking bays which were originally considered for the area, which were not seen to provide a sufficient area for the residents. The introduction of allowance for 1 hour parking for Non-Permit Holders was to address the need for visitor parking but also with consideration of the operation of surgery on the corner of Bishopthorpe Road/Balmoral Terrace.
4. Bishopthorpe Road between Balmoral Terrace and Campleshon Road, has not historically had a residents parking scheme. Along this section vehicles are parked on both sides of the road, given the limited width of the carriageway, this results in footpath parking, which also restricts width of the footpath in the area. The inclusion of the area within the Residents Parking Zone on an Experimental basis was introduced to obtain a clear picture on if parking on both sides of the road was required for residential needs.

## **Consultation**

5. The original proposal was to introduce marked bays with sections of 'No Waiting at any time' restrictions (Annex A). The residents along this section of Bishopthorpe Road were of the opinion that this would reduce the availability of parking to an insufficient level. The plan was then amended to include parking on both sides of the street and provide 60-minute parking for non-permit holders, on an experimental basis, so the Council could review the parking habits of the residents and visitors.
6. The Experimental Order was for 18 months and allows for residents to provide comments/representation on the live scheme. This gives the Council real life data on who the proposal operates. The Council received three representations (Annex B) in relation to the area of Experimental Traffic Regulation order following the extension of the R58 Residents Parking Scheme, one was from a resident of that section, there was also a complaint that this would make the bus stop inaccessible and the other one was from the Surgery with the area.
7. The resident commented that they were happy with the introduction of the scheme, which had eased the parking pressures that residents had previously complained about. The resident did raise concerns that the scheme will only be as successful as the enforcement that is undertaken,

which is the case with all parking restrictions and the Civil Enforcement Officer do respond to complaints quickly.

8. A resident did raise a concern about the parking on both sides of the road does create an issue for the bus service as it makes the stop inaccessible with vehicles parking too close to the stand, meaning that the bus needs to load/unload passengers on the carriageway. The Experimental Order would do nothing to ease this issue, as there is still availability of parking the full length.
9. The local surgery raised concerns about patient access to the surgery and the access of their doctors/nurse as they do move around the different surgeries within the group and maybe required to undertake home visits. The resident's Parking scheme did not allow for doctors/nurses to apply for permits other than community permits which should only be used when undertaking home visits and not eligible to be used when visit their regular place of work. They have requested to be included within the eligibility of the zone.
10. There was also a concern about patient access to the surgery, but the area of the Experimental Order provides available parking for non-permit holders for 1 hour, which should give sufficient time for appointments.
11. The Council did also receive number of representations about the area of the permanent extension of the R58 Residents' parking scheme, which were outside of the scope of this experimental Order, these related to:
  - Late notification of start date of the scheme
  - Changes to historic signage, due to changes to zone entry/exit points
  - Neighbouring streets not able to apply for permits

These issues were outside the scope of this report, so those comments have not been considered within this report. Although if the recommended option is approved, it is proposed to review the signage for the whole area, to ensure the area has adequate signage to undertake enforcement of non-compliance.

## Options

12. Option 1: Approve the making of the permanent Order, so the Residents' Priority Parking will continue to operate as it has during the experimental period. This is the recommended option, as it will provide permit parking

for residents, with an availability of parking for 1 hour for Non-Permit Holders such as visitors and patients of the surgery.

13. Option 2: Remove the area from the Residents Parking Scheme and do not approve the making of the permanent Order, which will remove the availability for Residents' Priority Parking from within the Experimental Traffic Regulation order area. This is not the recommended option as it will create an area of unrestricted parking in the middle of the Residents Parking Scheme, which would be against the wishes of the residents.
14. Option 3: Approve the making of the permanent Order and propose a formal review of the area to introduce 'No Waiting at any time' Restrictions, to reduce the availability of parking for residents. This would help to remove the requirement of footpath parking, along this stretch of highway. This is not a recommended option as it would not listen to residents.
15. Option 4: Approve an amendment to the Residents Parking Scheme to allow Medical Practitioners from Gillygate Practice, Southbank Medical Centre, 175 Bishopthorpe Road to apply for Doctors Permits. This is a recommended option as it will help the local surgery provide a more efficient patient service.

## **Analysis**

16. The recommended option to make the area of Residents' Parking permanent will listen to the views of the residents and provide a larger available area for residents parking whilst also providing access for parking to the nearby surgery, although this will still create an issue of footpath parking.
17. The concern about footpath parking in this location has been raised due to safety concerns relating to safe routes to school. Following the introduction of the Experimental Order, officers undertook initial observations of the area, which showed the area continued to be heavily parked on by residents but as the scheme has bedded in some residents of the experimental area have begun to park their vehicles in neighbouring streets, which has reduced the demand on the area.
18. Council Officers did undertake a survey of the area, which did show a reduction in parking along the area. The available level of parking along the section of road is dependent on how considerably the vehicles are parked.

19. The area was surveyed on 21 September 2022, at 10am and 10.30pm, to help review the level of parking along the stretch of road. The survey data (below), shows that the parking levels along the section was not at capacity. The vehicle details highlighted green in the survey data are vehicles that were parked in the area in the AM and PM.

	Bishopthorpe Road Campshon to Balmoral				Balmoral Ter Bishop to Montague				Bishopthorpe Road Balmoral to Butcher				Butcher Ter Bishop to Terry St											
	West Side		East Side		North Side		South Side		West Side		East Side		North Side		South Side									
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM								
ZTN			VPZ														VRV							
RNY	RNY		CPE	CPE	HVX	XNN	XNN	DXR			FRP	FRP	VHH	VHH			MWE							
GHO			ULX	GUF	WKH	WKH	CFV	OYJ	ZSY		TPO	TPO	DWP	DWP			WSW							
LFL	CVS		MLB	UZP	VKE	YAA	FSV	VKE			HSX	HSX					FTY							
CVS	GHO			KVS					CRE		RWO	RWO	GOE				PXW							
QUY	QUY		UWO	UWO								EOG		AAT			HPV							
TXN			UXT	UXT					PMU		DJO	DJO	VDV	NLV			RCO							
XLP	XLP		JVJ								ZLO	ZLO	DWZ				GCV							
			CVK	LFE					YTR			BRF		CJX	CJX		TTY							
DYG	DYG			LFE								TGU					TTY							
XCO	XCO			YZX								JWL												
BNO	WEU		WEU									HCC												
UWY	MFU		BAA	BAA							ZFX	ZFX												
MOV	BLV		MMS	UMS							WVU													
				RDA							AXX	AXX												
				OYT	OYT							EGX												
				ZSY								PTY												
												UUB	UUB											
												LYY	LYY											
													KFA											
												EBV	EBV											
Res All day	7	8	8	6	2	2	1	1	0	1	11	11	3	3	5	5	74							
Visitor Daytime	6		4		1		2		0	1	1		4		4		22							
Res Overnight		3		7		1		2		3		8		1		0	25							
Totals	13	11	0	12	13	0	3	3	0	3	3	0	0	4	0	12	19	0	7	4	0	9	5	121

20. The availability of residential parking for this section has been of benefit for the residents, therefore any removal of the residents parking would have a negative effect on the residents along this section, as it provides an area of unrestricted parking in the middle of the residents parking. This would also remove the availability of parking on the adjacent streets for resident of that section of Bishopthorpe Road, this would lead to all residents returning to park along that section of Bishopthorpe Road and an increase in footpath parking.
21. The proposed introduction of availability of Doctor Permits for medical practitioners at South Bank Surgery, Gillygate Practice, would help to provide a better service from the practice. If they have an emergency home visit to undertake but need to walk 20 minutes to the vehicle, this would have a negative impact on response time and potentially result in more 999 calls for ambulances which would have an impact on an already stretched service.

## Council Plan

22. 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

23. The recommended proposals contribute to the Council being an open and effective Council as it responds to the request from the residents in a positive way.

## Implications

24. The report has the following implications:

**Financial** – The scheme is already operational, so planned costs for additional signage, although the review of signage in the area may create a charge, which will be funded from the Council Signing and lining budget if required. The ongoing enforcement and administrative management will need to be continued to be resourced from the income generated by the permits.

**Human Resources** – The enforcement would fall to the Civil Enforcement Officers, this would not constitute an extra demand on their workload, as they are already enforcing the restriction.

**Equalities** – The impact of the proposals on protected characteristics has been considered as follows:

- Age – Positive, as the availability of doctor Permits for the local surgery, will increase response times for home visits and make a more efficient service for people of all ages;
- Disability – Neutral as Blue Badge holders can park in Residents Parking areas for 3 hours for free and if they live locally, they can apply to have a bay provided outside their homes if required;
- Gender – Neutral;



- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral as no changes are recommended to take place;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
  - Carer - Neutral (see Disability);
  - Low income groups – Neutral;
  - Veterans, Armed Forces Community– Neutral.

**Legal** – The Residents Parking scheme will continue to be enforced by CYC Civil Enforcement Officers and included within the Legal Traffic Regulation Order

**Crime and Disorder** – no Crime and Disorder implications identified

**Information Technology** – no implications identified

**Property** – no Property implications identified

**Other** –no other implications identified

**Risk Management** – In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the recommended option.

**Contact Details**

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**James Gilchrist**  
Director of Environment Transport &  
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**Report Approved**  **Date** 03/07/2023

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**Wards Affected: Micklegate**

**All**

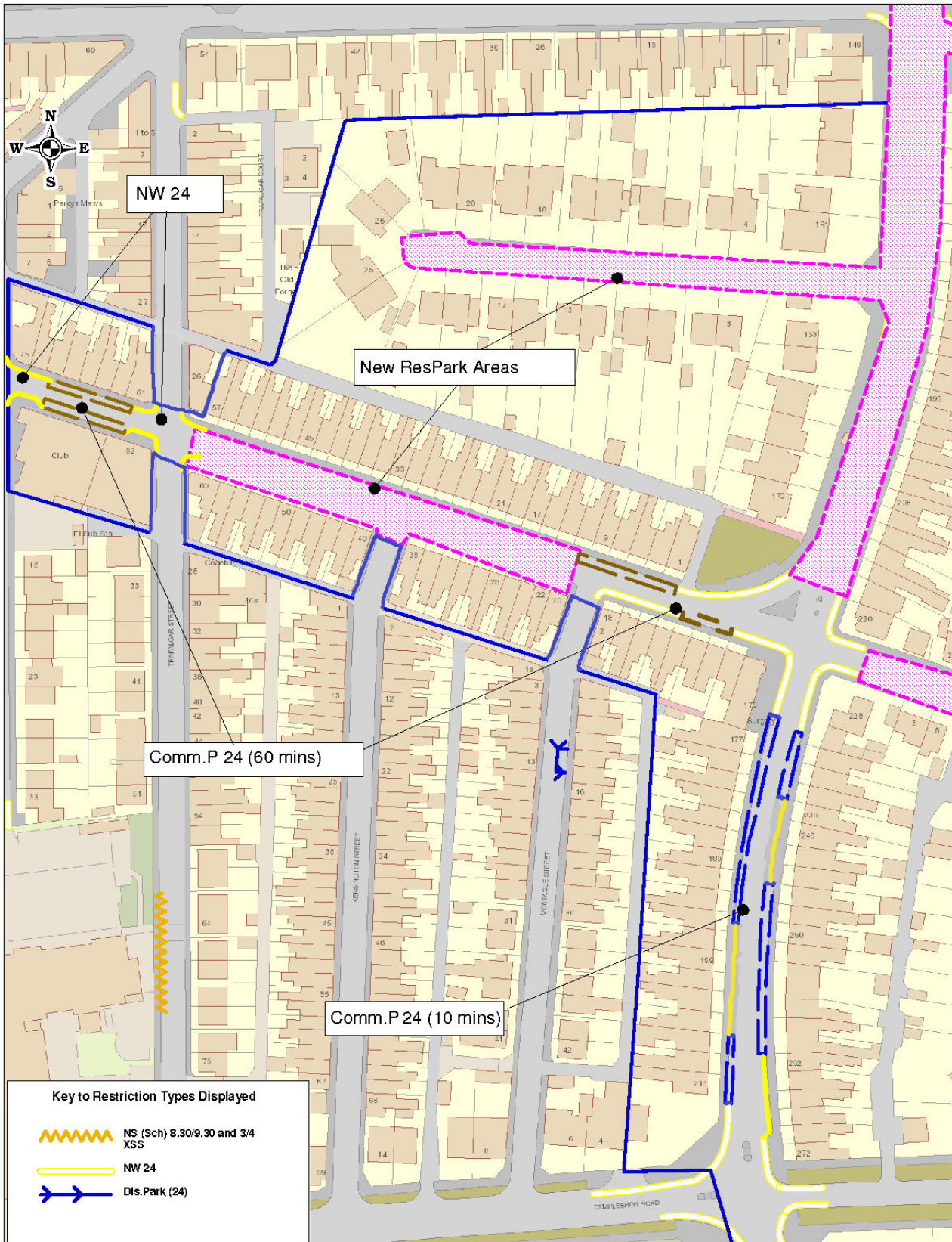
**For further information please contact the author of the report**

**Background Papers:**

Report to Executive Member for Transport on 22<sup>nd</sup> June 2021; Residents' Parking in South Bank – Response to Draft Order  
(<https://democracy.york.gov.uk/documents/s150510/Residents%20Parking%20in%20South%20Bank%20Update%2022%2006%2021.pdf>)

**Annexes**

Annex A – R58 Option  
Annex B – Representations received for ETRO



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R58 AREA CENTRAL

SCALE	1 : 1250
DATE	13/11/2020
DRAWING No.	
DRAWN BY	

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Annex B

We live at Bishopthorpe Road and have been happy about the introduction of RPP in this area - it has certainly eased the problem of finding somewhere to park near our property.

The only concern I would raise is that there are still several motorists who choose to ignore the regulation, particularly at times when they think they are unlikely to get caught - this is mainly evenings and weekends.

I have tried reporting these issues to the parking hotline but have little confidence in their ability to respond. For example two vehicles have been parked in this stretch of road this afternoon/evening (for over three hours) that I sincerely doubt have permission to do so

If the system is to work then drivers must be made to understand that there are consequences for ignoring regulations - that is clearly not the case if there are times when they can ignore them with impunity - just as the majority treat the 20mph speed limit on this street.

This happens, every single day on Bishopthorpe Rd, on the bus route.

The motorist rules in York, we know. Here s/he blocks five modes of non-private car transport: walking; wheelchair; pram; cycle and bus. All for the sake of leaving their empty metal private transport where it is convenient, for them. The bus cannot pull into the curb to accommodate those with mobility issues who wish to get on. They have to go into the road, which is thus blocked for cyclists.

As I say, this happens every day on this stretch.

Last week new parking restriction signs were erected in all the streets around our GP surgery on Bishopthorpe Road. It had become obvious that the number of cars parked on the roads and pavements were creating a hazard for road users and pedestrians so I have some sympathy for the Council's decision.

However it is not at all clear how our doctors, staff and patients are supposed to manage the parking restriction of 10 minutes maximum stay. Although there is a bus stop near the surgery, there is no public car park nearby for patients or their relatives.

Some of our patients are unable to travel by public transport anyway either due to infirmity (temporary or permanent) or because they have symptoms suggestive of covid and are not allowed on public transport. We use this surgery as a 'hot hub' for assessing patients with possible covid symptoms

Annex B

as per NHS guidelines and we have no other suitable premises to do this. How are they now supposed to attend the surgery safely?

The medical staff who work at the surgery are required contractually to have transport immediately available in case they are required to visit a patient. It is in the GP contract that we have to provide a visiting service for assessing patients where this is required on medical grounds. Some but not all the staff use bicycles but this is not always practical considering that we often have to carry life-saving equipment, and the contractual requirement to visit is not waived if the weather is very poor. Where do you suggest the medical staff park their cars where they can access them quickly if they need to attend a patient in an emergency (This is a fairly common circumstance when we are caring for palliative care patients at end of life where an emergency ambulance would be inappropriate).

I suppose the restrictions have been applied to prevent people parking up and going into town to work all day. Is it possible to look at allowing some sort of relaxation on this restriction in terms of making allowances for workers and patients at our surgery? Otherwise we will be unable to provide some of our core medical services as required by our contract or our patients will suffer by being unable to come to see their GP



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**Decision Session – Executive Member for  
Economy & Transport****11 July 2023**

Report of the Director of Environment, Transport and Planning

**Decision to consider a consultation to propose the removal of cash payments from the parking estate.****Summary**

1. This report is to seek a decision by the Executive Member for Economy and Transport to agree to a consultation on the removal of cash payments to pay for parking across the car parking estate.
2. This leads on from the Full Council budget decision in March 2021 to explore the removal of cashless payments across the parking estate, where latterly the budget savings associated with this in terms of cash collections costs, were taken.
3. This report is to follow on from this process and consult on the removal of cash payments across the parking estate. At the end of the consultation a further report on the findings will be brought to the Executive Member for consideration.

**Recommendations****4. The Executive Member is asked to: -**

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

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

## Background

5. Over the last several years the Council has seen a steady decline in cash payments being made for car parking, where during and post Covid times the use of cash as reduced to about 14% of the total amount of payment methods and forecast to reduce even further based on current trends.
6. Many of the old pay and display machines only accept cash, that has led to the encouragement to pay by cash in these locations. However, since the roll out of pay by phone across the on-street locations we have seen most of these locations take more through pay by phone than cash. For financial years 2022/23 this equated to £113k in cash for on street machines but £223k in pay by phone payments. A summary table is below showing what was taking through each payment method over the last 3 financial years:-

Table 1

	<b>Cash</b>	<b>Phone</b>	<b>Card</b>		<b>Total</b>	<b>Cash</b>	<b>Phone</b>	<b>Card</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>		<b>£'000</b>			
<b>2020/21</b>	663	918.0	1,106		2,687	25%	34%	41%
<b>2021/22</b>	1,044	2,474	3,449		6,967	15%	36%	50%
<b>2022/23</b>	970	3,113	3,915		7,999	12%	39%	49%

7. If agreed this consultation would be taken forward as soon as possible through the normal council consultation process, which will be online, supported by any communications as CYC Communications recommend.
8. Engagement will be undertaken with the Council's Access Officer and the equalities groups to ensure if cash payments were to be stopped the full impacts can be considered e.g., people who are less inclined to use card, contactless or pay by phone payment methods. The initial EIA is included as **Annex A**.
9. Note that through the pay by phone system, customers can also speak to an operator to pay for parking over the phone as well as the use of Paypoints which are available to allow customers to pay for their parking with cash where the Paypoint sign is displayed.



10. Another reason to consider cashless payments is that over the last few years we have seen a number of attacks, both planned and taken by chance, on parking ticket machines to steal the cash in them. Recently damage and theft of a pay and display machine at Scarborough Hospital was recorded. Therefore, a cashless policy would eliminate any risks of thefts or damage associated with the stealing of cash.
11. Maintenance of the machines accepting cash is also higher than those that take card/contactless only. This is due to the coin and paper cash selectors wearing down and often getting coin jams, which result in a call out and increase wear and tear of this component in machines. Card and contactless only machines are also cheaper to purchase and maintain. While it is harder to come up with a precise figure Parking Services spent about £25k on spare parts where the older machines do require more attention and spare parts that are no longer manufactured. Maintenance is done through our 1 FTE electrician. While spare parts will be needed on newer machines, it is envisaged this will be reduced by three quarters.
12. Cash collection costs would also be eliminated were we pay on average £45k per annum for cash collection and reconciliation, which doesn't take account of staff time to check and reconcile parking payments against the coins and paper cash taken not to mention the reduction in vehicles travelling around to collect the cash and the congestion and environmental impacts this creates.
13. Given many of our pay and display machines are well over 25 years old the decision to go cashless will inform the specification and procurement of new upgraded machines, but also help inform a decision to reduce the number of machines we have where the takings are less than £10k per annum which would mean it is not worth the council's efforts to keep them running.
14. The procurement of new machines is also informed on the 3G communication network being planned to be turned off over the next few years, starting this year, depending on each network provider. Many of the on-street machines, including some in the car parks, are well over 25 years old and as a result are not able to be upgraded where the data connection is used to download new tariffs and upload payment information from these machines.
15. A procurement exercise will also bring in other savings including access to the network where at the moment each machine cost £210 per annum

to be linked to the network so it is expected these costs will be significantly reduced through this exercise.

16. Nationally most Local Authorities are considering moving to a cashless system for their parking and where most have a mixture as York has now. Gloucester, for example, that is likely to move to cashless. However, the Executive Member is reminded that there is a digital strategy, set under the 2014 Administration to digitise its services, which has led to the cooperate decision to not accept cash payments from customers in its buildings. In addition, the decision was made in the 2021 Council budget to explore cashless parking payments, so this report is also informed by these political decisions.

## **Consultation**

17. It is proposed that the consultation on moving to cashless would be done via the council website and specific consultation through the York Access group, which in turn will help to update the Equality Impact Assessment.
18. The Executive Member may also wish to see this consultation extended so should feel free as part of this report to suggest what other method(s) should be considered.

## **Options**

### **Option 1**

19. Approve to the proposal to consult members of the public to move to cashless payment methods across the parking estate then bring back to a future Executive Member Decision Session for decision to acknowledge the consultation findings and move to cashless payment methods.
20. This decision request is in line with the budgetary decision made in 2021 and the clear reduction in use of cash and the ongoing cost to use cash, and to come back to the Executive Member with the consultation results that will then ask for a decision to move to cashless across the parking estate. Reason: the lack of cash being used now against the direct and indirect costs to the council for accepting cash payments, including the costs of cash collection, maintenance of ticket machines and risk of theft.
21. In addition, the decision to go cashless will impact on other work around the procurement of new parking ticket machines where the specification

will state whether these are contactless/card only or they have to accept cash. As well as the age of many of the machines being over 25 years old, as the report states, the 3G network being turned off will impact on these older machines that can operate on 3G or 2G networks.

## **Option 2**

22. The alternative is not to proceed with the consultation. In this case the issue of the budget decision in 2021 would be fed into the budget process for 24/25 for resolution. The shortfall is currently being picked up by a surplus income above budgeted income projections in car parking income. This cannot be relied upon as mitigation in the long term.

## **Analysis**

23. The report is clear of the financial benefits to go cashless but as the decision is simply to consult on this there are no disadvantages of this, but this will be a factor in the next report and the decision to adopt a cashless payment policy. However, it should be noted that this decision to explore going cashless and subsequently agreed to the cash collection savings to be taken following the budgetary decision in 2021, that the ground for moving to a cashless system has been set.
24. Information from the Government is also useful and a factor in taking this work forward, where the Department for Transport produces information and statistics in relation to driving license holders.
25. In the 5 years from 2015 to 2019, an average of 74% of people in England had a full driving licence. The percentage of people with a driving licence went up from 71% to 74% during the period covered by this data.
26. In relation to ages of driving license holders in 2019 the following % of the population, by age group, had a full driving license:
- 17-20 years – 35% hold a full driving licence
  - 21-29 years – 62% hold a full driving license
  - 30-39 years – 79% hold a full driving license
  - 40-49 years – 86% hold a full driving license
  - 50-59 years – 86% hold a full driving license

- 60-69 years – 85% hold a full driving license
  - 70 years plus – 67% hold a full driving license
27. This helps show those age groups who are likely to use card, contactless or pay by phone options, hold the majority of licences in these age groups and is a growing indication showing more of these drivers are likely or at least be able to use cashless payment methods than those in the highest age group who will vary between cash and cashless use.
28. Where motorists have disabilities, the council provides a disabled blue badge parking scheme. In the UK there are 2.44m blue badges issued to motorists in the UK that enables the holder to park for free at all pay and display locations in York, as well as other restrictions such as marked disabled bays, resident parking zones and up to 3 hours on double yellow lines. This negates the need for those with a blue badge having to pay for their parking, so going cashless would not be an issue for blue badge holders.
29. The website Statista states that in 2018 95% of UK adults own a mobile phone. It is likely that this number has increased in the last three years. Many of the 5% who do not own a phone have disabilities that would entitle them to a disabled blue badge or concessionary bus pass.
30. 98% of the population own a bank debit or credit card (a link to this information can be found here: [SUMMARY-UK-Payment-Markets-2021-FINAL.pdf \(ukfinance.org.uk\)](#)). Also, according to Statista, as of October 2019, 83% of credit and debit cards in the UK had contactless payment function. It is understood that this increased to approx. 88% as of June 2021, according to [www.ukfinance.org.uk](#).
31. In view of the high percentages of mobile phone users and bank debit/credit card holders it does not seem unreasonable to expect customers to pay using this method in view of the theft risk keeping high volumes of cash on street creates.

## **Council Plan**

32. This section should explain how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2019-23 (*Making History, Building Communities*) and any other key change programmes.

## **Implications**

### **Financial**

33. If adopting a cashless policy across Parking is agreed then there will be significant cost savings resulting in the following: -
- Removal of the cash collection service
  - Elimination of theft of cash from machines and damage to machines
  - Reduction in maintenance and coin jams in machines
  - Removal of circa 60% of ticket machines, resulting in further savings in maintenance and use of these machines
  - Reduction /elimination of costs to download and upload data from machines.
34. If not agreed, the issue of the budget decision in 2021 will need to be picked up. The shortfall is currently being picked up by a surplus income above budgeted income projections in car parking income.

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

35. None

### **One Planet Council / Equalities**

36. None in this report but if adopting a cashless policy across Parking is agreed then there will likely be impacts on those who use cash to pay for their parking. While this will be picked up in the consultation and EIA it should be considered cash use has dropped significantly and other services linked to vehicle ownership, such as paying for your insurance and tax are online services that don't accept cash.

### **Legal**

37. None in this report but if adopting a cashless policy across Parking is agreed then there may be implications under the Equalities Act that need to be considered and informed by the consultation and EIA.

### **Crime and Disorder**

38. None in this report but if adopting a cashless policy across Parking is agreed then this will eliminate any theft of cash or damage to machines.

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

39. None in this report but if adopting a cashless policy across Parking is agreed then this will inform procurement of new machines that will not only bring cost savings but better able to capture data from the machines and more accessible to officers remotely.

### **Property**

40. None in this report but if adopting a cashless policy across Parking is agreed then there will likely be a reduction in assets (machines) to maintain.

### **Risk Management**

41. There are no risks with this report or its recommendations given this is asking to go to consultation. Note that a decision not to proceed with the consultation and not proceed with cashless parking in whole or in part will come with a budgetary risk.

**Contact Details**

**Author:**

**Chief Officer Responsible for the report:**

**Author's name**

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**Chief Officer's name**

James Gilchrist  
Director for Environment, Transport and  
Planning

**Report  
Approved**



**Date** 03/07/2023

**Specialist Implications Officer(s)** List information for all

**Financial:**

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Cathryn Moore  
Legal Business Partner (Corporate)  
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**Wards Affected:**

**All**



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

**Annexes**

Annex A Cashless parking project – EIA

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**Annex A**

**City of York Council  
Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Parking Services		
<b>Name of the proposal:</b>	Cashless consultation, parking ticket machine review and development of procurement specification for parking pay and display machines and pay on exit systems		
<b>Lead officer:</b>	Graham Titchener		
<b>Date assessment completed:</b>	1-9-2022		
<b>Names of those who contributed to the assessment:</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Jav Safder	Parking Patrol Manager	CYC	Parking and areas covering this proposal
Graham Titchener	Parking Services	CYC	Parking and areas covering this proposal including economic development

## Step 1 – Aims and intended outcomes

1.1	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>To take forward Members request to consult on the parking estate moving to cashless. Review of existing pay and display machines with a view to rationalising these and remove older machines that only work on the 3G network. As the 3G network is due to be turned within a period of the end of 2023 through to 2030, which is wholly dependent on each network supplier. After which these machines will become redundant and not worth the cost to <u>try</u> and upgrade these, especially those well over 20 years old. In addition the council is keen to take forward pay on exit systems in most of its car parks. This work will also see the consultants brought in to do this work to develop a specification that can be used for procurement of pay and display machines and pay on exit systems. Due to lack of staff capacity this proposal will be outsourced to a consultancy to take this proposal forward.</p>

1.2	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p>Yes, the turning off of the 3G network.</p>

1.3	<p><b>What results/outcomes do we want to achieve and for whom?</b></p> <p>This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>
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	<p>Cashless – it is hoped we will be able to go cashless in order to say on cash collection fees and maintenance of machines due to the working parts that are required to take, sort, and give change. This is a council benefit but will impact on those who currently use and want to continue to use cash.</p> <p>Pay and display machines – many of these are about 20 years old that only run on the 3G network. As this is due to be turned off January next year, we need to consider that these cannot be upgraded but due to the age of the machines this would not be seen as good value for money. In addition, as some of these machines take low amounts of cash we need to consider if it is cost effect to have machines in low use areas both in terms of initial cost and maintenance. These are instead would be covered by the pay by phone service instead.</p> <p>Given the above we may well be in a position of having to buy new pay and display machines. Given the cashless decision will impact on this (as to whether we procure cash and cashless machines or just cashless) there is the drive my officers, Members, and businesses to increase the pay on exit systems. As a result this opportunity will be used to get the consultant to develop a procurement specification to procure new machines and systems as and when funding becomes available.</p> <p>This goes towards helping to improve the local economy and desires from businesses as well as better systems to enable people to park and find their parking spaces more quickly and easier and more convenient to pay for their parking.</p>
<p><b>1.4</b></p>	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p>CYC Executive – those requesting this work regarding cashless consultation  Car park users – going cashless will impact on those who currently use cash to pay for their parking.</p>

## Step 2 – Gathering the information and feedback

2.1	<p><b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>
<p><b>Source of data/supporting evidence</b></p>	<p><b>Reason for using</b></p>
<p><b>What other councils are doing</b></p>	<p><b>To compare and demonstrate that York is not the only Local Authority considering or doing this. Also to learn any lessons regarding their work and findings.</b></p>
<p><b>Use of parking payment providers intelligence</b></p>	<p><b>As above</b></p>
<p><b>Public consultation and direct consultation with older people’s groups and associations</b></p>	<p><b>It is more likely that older people are used to using cash and less inclined to use cashless payment methods, therefore, to better get their views going to these specific bodies will help to better understand and persuade this group of people but also demonstrate the robustness of this public consultation on going cashless.</b></p>
<p><b>Business representative groups</b></p>	<p><b>Using their knowledge of how the public is shifting towards more cashless payment measures and their views and steer on the pay on exit systems.</b></p>
<p><b>Government statistics to inform and support this approach</b></p>	<p><b>To provide a context to the changing environment we are in to support this initiative to move to a cashless service</b></p>

### 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.		
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>	
Older peoples view on cashless payment methods		Consult with specific aged representative bodies and commence a public consultation	
Other local authorities' views and work on going cashless		Liaise with LA groups and pay providers	

### 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.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	<b>This proposal needs to be taken forward to identify this, but it is taken that rolling out a cashless payment only system will have negative impacts on this group who want and may be can only use cash. Therefore, taking this work forward would likely have a negative impact on this group.</b>	<b>+</b>	<b>M</b>
<b>Disability</b>		<b>0 and -</b>	<b>M</b>

	<b>This proposal needs to be taken forward to identify this, but it is taken that rolling out a cashless payment only system will have neutral impacts on this group who want and may be can only use cash. Therefore, taking this work forward would likely have a neutral or negative impact on this group.</b>		
<b>Gender</b>	<b>Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.</b>	<b>0, -, +</b>	<b>M</b>
<b>Gender Reassignment</b>	<b>Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.</b>	<b>0, -, +</b>	<b>M</b>
<b>Marriage and civil partnership</b>	<b>Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather</b>	<b>0, -, +</b>	<b>M</b>

	than estimating then having to either run back to fill the meter up or curtailing their visit.		
<b>Pregnancy and maternity</b>	Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.	0, -, +	M
<b>Race</b>	Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.	0, -, +	M
<b>Religion and belief</b>	Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.	0, -, +	M
<b>Sexual orientation</b>	Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile	0, -, +	M

	phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.		
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.	<b>0, -, +</b>	<b>M</b>
<b>Low income groups</b>	This may have an impact on these groups who for budgetary or other reason may only be able to use cash. The public consultation will try to capture views from these groups	<b>0 and -</b>	<b>M</b>
<b>Veterans, Armed Forces Community</b>	Some impact on this groups and some may want or can only pay for goods and their parking by cash or use of mobile phone payments to pay for parking by the pay by phone service only where pay and display machines may be removed. The implementation of pay on exit systems, subject to any faults they may have, should be a positive that allows them to pay for the amount of parking they use rather than estimating then having to either run back to fill the meter up or curtailing their visit.	<b>0, -, +</b>	<b>M</b>



<b>Other</b>			
<b>Impact on human rights:</b>			
List any human rights impacted.	<b>None</b>		

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

Indicate:

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

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

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

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

5.1	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
<p>Subject to the consultation this is likely to have a medium impact on some groups of the public who want or can only use cash. Removing, albeit not as well used, pay and display machines for pay by phone only may have impacts on those who don't have access to a mobile phone of cashless payment however there is a pay point option associated with pay by phone methods that do accept cash.</p> <p>When they work, pay on exit systems do allow for a less stressful parking experience that allows customers to go off and stay for their visit without the fear of receiving a fine for staying longer than the pay for at pay and display car parks that by their nature means the customer has to plan how long they will stay.</p>	

## Step 6 – Recommendations and conclusions of the assessment

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

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination, it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

<b>Option selected</b>	<b>Conclusions/justification</b>
At this starting point this selected option is to <b>Continue with the proposal</b> . Following the consultation, it is likely this option will move to <b>Adjust the proposal</b>	As well as the previous Administration’s request to explore cashless, progression and cost savings measures dictates this should start and continue to public consultation and Executive Member decision stages. Following the findings of this consultation it is likely the proposal will be adjusted but not expected by much.

## Step 7 – Summary of agreed actions resulting from the assessment

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Public Consultation	Consultant to report back to lead officers with findings and recommendations for a decision on how this can be taken forward	Graham Titchener	During of the consultation and Exec Member decision stages.
Revenue to pay for new machines	Work with Finance on what is possible and using any cost savings associated with this including machine removal and reduction or elimination of cash collection services to help fund.	Graham Titchener/CYC Finance	During of the consultation and Exec Member decision and procurement development stages.

## Step 8 - Monitor, review and improve

<b>8.1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Analysis of the public consultation and consulting with the councils Access Officer and disability groups to inform the consultation and this EIA.



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**Decision Session – Executive Member for  
Economy & Transport****11 July 2023**

Report of the Director of Environment, Transport and Planning

**New Lane, Acomb - Review of existing 20mph limit****Summary**

1. The report details the results of a consultation exercise with regard speed management proposals for New Lane, Acomb following on from the completion of a feasibility study and the receipt of a 124-signature petition.
2. The Executive Member is asked to decide how to proceed with speed management features on New Lane, Acomb.

**Recommendations**

3. The Executive Member is asked to:
  - i. Approve Option 3: Improved Signage Only. Eight additional repeater signs to be provided along the full length of New Lane to support the existing signage.

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

**Background**

4. A speeding complaint made by a local resident in 2019 led to New Lane being fed into the 95 Alive Speed Management process for investigation. The initial 95 Alive review highlighted that speeds in New Lane were higher for southbound traffic, particularly the 85<sup>th</sup> percentile figure, and as

such the recommended action was to consider an engineering solution to reduce traffic speeds.

5. The 2020/21 Speed Management Scheme programme identified New Lane, Acomb for a feasibility study.
6. The report looked at existing traffic speeds on New Lane, and proposed measures to improve compliance with the signed 20mph speed limit.
7. The report also considered opportunities a speed management scheme might present for improving facilities for pedestrians wanting to cross New Lane near the entrance to West Bank Park.
8. The feasibility report is attached as **Annex 1**. The report recommended that additional speed limit repeater signs were installed. The report was considered at Transport Board in July 2022 and approval was given to progress to design stage for the recommended option.
9. However, a petition requesting “speed calming measures” on New Lane had been submitted at the full council meeting in April 2022. As this was within the scope of the portfolio of the Executive Member of Transport it was formally acknowledged in a report to an Executive Member decision session meeting on 28 September 2022. Given the strength of feeling expressed in the petition, it was agreed that, as the work progresses through design (including consultation), a number of options would be presented to residents for comment. The results of the consultation would then be brought back to Executive Member Decision Session for decision.

### **Associated projects**

10. Work is ongoing for the following associated projects in the area:
  - A full review of the Our Lady Queen of Martyrs school safety zone including consideration of a request to join the two 20mph Zones which are currently in place on Hamilton Drive.
  - A speed limit review of Acomb Road in the vicinity of crossing points used to access Acomb Primary School and West Bank Park.
  - A feasibility study of crossing improvements on Acomb Road.
  - A review of road markings on West Bank as part of the 23/24 annual review of parking restrictions.



## Options

11. Three options were presented for consideration at consultation stage:
12. **Option 1: Traffic Calming. Estimated cost £32,000**  
A series of three speed humps on the southern half of the street along with the relevant signing. Plan provided as **Annex 2**.
13. **Option 2: Traffic Calming and crossing point improvement. Estimated cost £46,000**  
A series of three speed humps on the southern half of the street along with the relevant signing. In addition, a localised narrowing of the carriageway to a single lane, this creates an opportunity to provide a better crossing point in the vicinity of the access to West Bank Park. A section of guardrail to slow pedestrians as they approach the carriageway is also proposed. Plan provided as **Annex 3**.
14. **Option 3: Signs only. Estimated cost £2,000**  
Eight additional repeater signs to be provided the full length of New Lane to support the existing signage. Plan provided as **Annex 4**.

## Consultation

15. A Consultation exercise was carried out via email with relevant officers within CYC. This was followed by emails to external statutory consultees and a letter drop to 63 properties which front onto New Lane or have direct vehicular access to the street.
16. A copy of the consultation documents issued to residents is provided as **Annex 5**.
17. A plan showing the consultation area is shown on **Annex 6**.

## Internal consultation feedback

18. Four responses were received from internal officers and are outlined below:

Comment	Response
<ul style="list-style-type: none"> <li>• Not sure additional signs alone will work.</li> <li>• Asked if consideration had been given to using planters as a traffic calming method.</li> <li>• Agreed that a crossing point near the park access would be useful.</li> </ul>	<p>Planters had not been considered for three reasons.</p> <ol style="list-style-type: none"> <li>1. Visibility from driveways must be maintained so all planters would be on the park side, creating a straight run for southbound traffic potentially increasing speeds at quiet times.</li> <li>2. Creating several chicanes requires more signage and could lead to vehicles accelerating to get past features.</li> <li>3. Maintenance of planters needs to be taken on by residents or they become unsightly. Width of road may make maintenance of planters by residents unworkable due to H&amp;S concerns.</li> </ol>
<p>Noted that a petition for a one-way on Lindley and Murray Street had been received and that the request didn't specify a direction.</p>	<p>The schemes are not interdependent. No intention to combine.</p>
<p>1 - Are residents not concerned about northern section?  2 - Give way markings too close to the proposed build-out. Could we have an additional option - build outs only no humps?  3 - If drivers are already ignoring the signs, I can't see how installing even more will make any difference.  4- Disability issue on Hill Street just north of scheme proposals. Wheelchair users must cross New Lane twice to access.</p>	<ol style="list-style-type: none"> <li>1. Speed data illustrates there is no issue with vehicle speeds over the northern section.</li> <li>2. Agreed. The give-way marking will be relocated before the options are presented to residents. The proposed build-out could be provided independently of the vertical measures.</li> <li>3. Due to the low level of speeding vehicles, it is likely that some drivers are just not aware of the posted speed limit, more frequent reminders could help reduce the average speeds.</li> <li>4. Changes to the Hill Street radii and footway are outside the scope of this scheme.</li> </ol>

<p>Can we tighten Hill Street with a proper buildout on both sides?          Not keen on crossing as a narrowing - concerned cyclists will be put at risk.          Suggested speed table as an alternative.          Can we move guardrail back to park access?</p>	<p>Changes to the Hill Street radii and footway are outside the scope of this scheme.           All other feedback will be considered if the scheme moves to detailed design.</p>
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**External Consultation**

19. In total, 7 households responded. Of these, 4 expressed a clear preference for signing improvements only, whilst 1 favoured traffic calming only. Two respondents were less clear with their preference with one happy with Option 1 or 2 and the final respondent was happy with Option 1 or Option 3. The comments are outlined below.

Comment	Officer Response
<p>I have received your letter in relation to the proposed speed management on New Lane.</p> <p>I understand people's concerns regarding speeding on the road as we do hear people going by on a night-time, however I don't think speed bumps, or a carriageway narrowing are the answer.</p> <p>Hamilton drive has speed bumps and that does not stop people speeding on that road, my partner was even overtaken whilst doing the speed limit on the road. Also, the current surface of the road is concrete and already a bumpy surface that discourages speeding.</p> <p>The narrowing of the road would also not work for me as there are already a lot of cars that park on both sides of the road, so it is relatively impossible to speed during busy times at the park. However, at a night-time when it is less busy, I doubt the narrowing of the road would make any difference as the driver can see no oncoming traffic.</p> <p>As New Lane is a through road, I think the narrowing of the road will increase the traffic waiting on the road and make it more difficult for residents to get out of their driveways.</p> <p>Finally, regarding the addition of signage, this would make sense as I am aware that visitors to our house are sometimes unsure of the speed limit and therefore additional signage would benefit those who do not intend to speed.</p>	<p>Thanked resident for feedback. No further comments.</p>
<p>I'm emailing regarding the consultation regarding speed management on New Lane. I am a current resident on the road.</p> <p>I strongly oppose option 1 of traffic calming by using speed humps. I believe speed humps are ineffective, around the corner on Hamilton drive are speed bumps outside the primary school and they appear to make no difference to prevent speeding. I also find them visually unappealing.</p>	<p>Thanked resident for feedback. No further comments.</p>

<p>Option 2 of traffic calming and crossing points. Again, I feel speed bumps are ineffective. The suggestion of narrowing the carriageway along the road would be a waste of public funds. Cars are consistently parked on the road already creating several single lanes along the road.</p> <p>Option 3 of signs only would be my preference. I do not feel it is clear that the street is 20mph so additional signage could be beneficial. This also seems to be a more appropriate use of public funds.</p>	
<p>My husband and I think option 1 and 2 are the better options.</p>	<p>Thanked resident for feedback. No further comments.</p>
<p>I vote for Option 1. Option 2 isn't really viable as narrowing of the street will cause more problems than it's worth, many parents use this street to park in when dropping their children off and picking them up from the school in Hamilton Drive plus the Methodist chapel goes also use it as a means of parking!! There's hardly any room left for residents!!!</p> <p>Option 3 would be a total waste of taxpayers money as people don't adhere to the existing signage, I really don't think they would take notice of anymore!</p>	<p>Thanked resident for feedback. No further comments.</p>
<p>We have lived on New Lane for 49 years, since 1974, and as far as we are concerned there isn't an issue with excessive speed in New Lane that would warrant the installation of physical traffic calming measures. The vast majority of the traffic travels at a sensible speed and there is no guarantee that the occasional idiot that doesn't, would be deterred by speed humps etc. In the 49 years that we've lived here we can't recall any traffic accidents at all and certainly none that have been caused by excessive speed.</p> <p>Traffic humps cause vibrations to nearby properties and increased pollution because of vehicles slowing down and speeding up again. Large vehicles come along New Lane and sometimes have difficulty getting past parked cars. To reduce the width of the road near the Hill Street junction would only make the situation worse.</p>	<p>Thanked resident for feedback. No further comments.</p>

<p>We are agreeable to Option 3, signs only, but are strongly opposed to Options 1 &amp; 2 which in our opinion are totally unnecessary.</p>	
<p>My concerns focus on my house being at a pinch point in the road where cars parked on the carriageway switch sides. South of my house cars park on the east side of the road, north of my house there is 100m of parking on west before reverting to east. There are visibility issues. It may help with speed, though.</p> <p>With the speed recommendations</p> <ol style="list-style-type: none"> <li>1. Option 3 more signs</li> <li>2. Do nothing</li> <li>3. Option 1 traffic calming. There is effectively one lane and consequently you drive to manage the likelihood of oncoming traffic, with due consideration.</li> <li>4. Option 2 not convinced a good use of funding; parked cars achieve this already. You give way to cars coming from the south already.</li> </ol> <p>Slowing traffic down is good, but road doesn't need any more weaving and darting for gaps.</p> <p>Thank-you for the opportunity to comment</p>	<p>Thanked resident for feedback. No further comments.</p>
<p>OPTION 1. Cheapest option – OK!          OPTION 2. OK Three speed bumps! + signs.          OPTION 3. Single Lane – NEVER! The lane plus Hamilton drive is already “crammed” at ‘drop off’ and ‘collect’ times i.e. school times. The drivers of cars and vans already take chances so a serious accident is only a matter of time.          A section of guardrail – agreed but where would these be located.          May I suggest that the “Council decision makers” plus the engineers visit the school “drop off &amp; collect times” if they haven't already done so!</p>	<p>A CYC engineer has visited the site at school pick- up / drop off.</p>

20. Ward Councillors - No responses were received.

21. North Yorkshire Police – Raised concerns with regard the potential for noise generation by vertical traffic calming measures and loss of on street parking with the proposed buildout. Supported the introduction of additional signage to reduce speeds on the southern section of the street.
22. North Yorkshire Fire Service - No response
23. Ambulance Service – No response

## **Analysis**

### Option 1 – Traffic Calming.

24. Vertical traffic calming measures would help to enforce the 20mph speed limit, however the mean speeds through the southern section of New Lane are only 2 to 3mph higher than the signed speed limit. Vertical measures are expensive and do not offer value for money when the required speed reduction is so low.
25. Full width vertical measures can also create vibration and noise issues, negatively impact air quality in the local area, and most importantly as illustrated by the consultation responses are not supported by the residents of the street despite the views from the petition. For these reasons this option is not recommended.

### Option 2 – Traffic Calming plus road narrowing for crossing point.

26. All the comments raised in relation to Option 1 apply to Option 2. The addition of the proposed localised narrowing to improve the crossing point to the park does offer an additional improvement over Option 1.
27. The use of a buildout to create a priority give way arrangement requires a steady flow of traffic in both directions or vehicles are not slowed sufficiently and could race to beat an opposing vehicle. The traffic flows reported in the Feasibility Report (**Annex 1**) are higher northbound and are so infrequent (averaging one vehicle every 30 seconds) that the priority working is likely to be ineffective. So, whilst this option provides an improvement to crossing facilities, it may not provide worthwhile benefits for the significantly increased cost.
28. Both CYC officers and residents raised safety concerns in relation to the buildout's location, close to Hill Street, and the possible risks for cyclists at carriageway narrowings. These issues have been considered

and whilst the scheme is not the recommended option it is considered suitable for implementation.

### Option 3 – Additional signing.

29. The signing-only option offers an inexpensive and less intrusive scheme that can be achieved quickly and based on the result of the consultation exercise is supported by the local residents.
30. Whilst it may not provide the traffic calming intervention that the petition requested, it is considered adequate to make drivers more aware of the speed limit, something which was noted in the resident responses. Officers are aware that this may not provide the same reduction in traffic speeds as vertical measures but based on the original speed surveys it should help bring speeds down by 1-2 mph making them much more in line with the posted 20mph limit.
31. It should be noted that any option taken forward would be subject to the road safety audit process before the scheme progresses to construction. This is in line with City of York Council Policy for any scheme which changes the use of the highway.

### **Council Plan**

32. The three options provided for consideration to the residents of New Lane all meet the following priorities from the Council plan.
33. *Getting around sustainably*: By reducing vehicle speeds on local roads the community can feel safer using sustainable transport methods including cycling and walking.
34. *Safe communities and culture for all*: Lower vehicles speeds can assist in vulnerable road users feeling safer when travelling.
35. *An open and effective council*: The original feasibility study was undertaken in response to concerns being raised by residents and following a subsequent recommendation from North Yorkshire Police. This report has been developed and progressed as a direct result of a petition. Both activities demonstrate that the council considers community requests in an open and effective manner.



## Implications

36. **Financial –**  
The cost of the proposed option can be met within existing budgets.
37. **Human Resources (HR) –**  
There are no Human Resources implications around the decisions in this report.
38. **Equalities –**  
The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions.
- An Equalities Impact Assessment has been carried out. There are no equality implications as a result of the proposal. The assessment is attached as **Annex 7**.
39. **Legal –** All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984. Any speed limits below 30 mph, other than 20 mph limits or 20 mph zones, require individual consent from the Secretary of State. Traffic authorities have a duty to erect and maintain prescribed speed limit signs on their roads in accordance with the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002).
40. **Crime and Disorder –**  
There are no crime and disorder implications around the decisions in this report.
41. **Information Technology (IT) –**  
There are no Information Technology implications around the decisions in this report.
42. **Property –**  
There are no Property implications around the decisions in this report.

43. **Highways –**

The installation of any of the options may have an impact on the use of the highway in the short term during the construction period. Providing traffic calming on the street could relocate some of the existing traffic to other streets if they choose to avoid the measures. This may have implications for the wider highway network.

**Risk Management**

44. The following risks are associated with the recommendation of the report:

The wider community may be disappointed with the recommended option which could affect the authority's reputation. Using the CYC risk scoring matrix this risk is rated as 9. No further action is considered necessary because of this risk being identified.

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Director of Environment, Transport and  
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**Report**  **Date** 03/07/2023  
**Approved**

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**All**

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

**Background Papers:**

Decision Session – Executive Member for Transport – Wednesday, 28 September 2022. Agenda Item 5 – Acknowledgement of Petitions.

**Annexes**

Annex 1 – Feasibility Report – Speed Management Programme 2020/21  
New Lane (Acomb) Review of existing 20mph limit

Annex 2 – Option 1 Outline Scheme Drawing

Annex 3 – Option 2 Outline Scheme Drawing

Annex 4 – Option 3 Outline Scheme Drawing

Annex 5 – Consultation Documentation Pack

Annex 6 – Consultation Area Plan

Annex 7 – Equalities Impact Assessment

**List of Abbreviations Used in this Report**

CYC – City of York Council

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## Speed Management Programme 2020/21

### New Lane (Acomb)

#### Review of existing 20mph limit

##### Purpose

The 2020/21 Speed Management Scheme programme identified a number of potential schemes to be considered at feasibility. One of these schemes is New Lane, Acomb.

This report looks at existing traffic speeds on New Lane, and proposes measures to improve compliance with the signed 20mph speed limit.

The report also looks at opportunities a speed management scheme might present for improving facilities for pedestrians wanting to cross New Lane near the entrance to West Bank Park.

##### Background

###### Existing Street Characteristics

New Lane is approximately about 400m and links Hamilton Drive to Acomb Road (see location plan in **Annex A**). Along most of the east side of the road there is housing, mainly semi-detached. To the west lies West Bank Park over most of its length, with just some mixed housing over about 100m at the northern end of the street.

The existing carriageway is 6.1m wide. It is a concrete road, with joints about every 5m, and it has side-entry gullies located at regular intervals within the kerb lines.

There is a wide grass verge on the east side, and a large proportion of the semi-detached houses have vehicle crossovers and off-street parking available. Despite this, there is usually a good scattering of cars parked on-street on the east side of the road between Hill Street and Hamilton Drive. In the northern part of the road, on-street parking occurs mainly near the housing, and takes place on both sides of the road (this alternates, because the road is not wide enough to have cars parked on both sides in any one location).

There is only one road junction along its full length, located about midway. This is with Hill Street, which links New Lane with a large number of other

residential streets (these include Murray Street and Lindley Street which have terraced housing).

Just south of the Hill Street junction (on the western side) is a pedestrian access gateway to West Bank Park. There is a defined pedestrian crossing location close-by, which is a simple pair of dropped-kerb crossing points with tactile paving.

### Speed Management History

In the 1990s many streets in the Acomb area had traffic calming schemes introduced. However, New Lane was not considered a priority for action presumably because of its good accident record and low pedestrian activity.

New Lane became a 20mph street in 2014 as part of the city-wide initiative of introducing lower speed limits, wherever feasible, by just signing rather than introducing traffic calming measures. The scheme simply comprises two pairs of “terminal” 20mph signs, one at each end of the street, plus two pairs of smaller “repeater” signs located along the street to remind drivers in each direction of travel of the speed limit.

A speeding complaint made by a local resident in 2019 led to New Lane being fed into the 95 Alive Speed Management process for investigation. As part of this process, a speed survey was undertaken in late 2019, between 5<sup>th</sup> and 13<sup>th</sup> December. The speed recorder was positioned on a lamp column (LC8) on the west side of the street, opposite the junction with Hill Street, and measured speeds in both directions.

The main survey results were:-

- mean speeds of 21mph southbound / 16mph northbound, and
- 85<sup>th</sup> percentile speeds of 28mph southbound / 24mph northbound.

The target for a signed 20mph street is to have mean speeds of 20mph or less, and 85<sup>th</sup> percentile speeds of 24mph or lower (this is the ACPO enforcement figure). Since the measured speeds in New Lane were higher for southbound traffic, particularly the 85<sup>th</sup> percentile figure, the recommended action was to consider an engineering solution to slow traffic.

In response to this recommendation, a feasibility study for New Lane was included in the Council’s Speed Management Programme. The brief asked for the study to consider both vertical and horizontal traffic

calming measures, along with possible improvements for pedestrians wishing to cross to / from the West Bank Park access close to the junction with Hill Street.



New Lane looking southwards from Hill Street junction



New Lane top section looking southwards

## **Petition**

The author has become aware of the fact that a petition has been submitted to Full Council in May 2022. The petition, signed by 124 residents, asks for “speed calming measures on New Lane”.

The petition was submitted at the same time as several others, and Highway Regulation are to acknowledge the petitions in a consolidated report to September’s Executive Member decision session meeting.

The findings and recommendations of this feasibility study are to support the petition report.

## **Speed Management Feasibility Study**

### **Traffic Speeds**

Although a speed survey had been carried out in December 2019 near the Hill Street junction (at lamp column 8), New Lane is long and has sections with different characteristics. It was therefore decided to carry out two further speed surveys to give a better understanding of traffic speeds along the whole of the street. The surveys were carried out in November 2021 at lamp columns 4 and 11, as shown on the plan in **Annex B**.

The key results from the three speed surveys are:-

#### **Lamp Column 4** (between Hill Street and Acomb Road - 2021 survey)

- mean speeds - 20mph northward, 20mph southwards
- 85<sup>th</sup> %ile speeds - 24mph northward, 25mph southwards

#### **Lamp Column 8** (at the Hill Street junction - 2019 survey)

- mean speeds - 16mph northward, 21mph southwards
- 85<sup>th</sup> %ile speeds - 24mph northward, 28mph southwards

#### **Lamp Column 11** (between Hill Street and Hamilton Drive - 2021 survey)

- mean speeds - 23mph northward, 22mph southwards
- 85<sup>th</sup> %ile speeds - 27mph northward, 27mph southwards

Reviewing the 2021 surveys further (as this is more current), the percentages of vehicles exceeding the enforcement limit were considerably higher in the southern section (32.9% southbound, 37.5% northbound) than in the northern section (17.4% southbound, 12.9% northbound).



Similarly, the percentages of vehicles exceeding the signed speed limit were also considerably higher in the southern section (62% southbound, 75.3% northbound) compared to 48.4% northbound and 47.1% southbound in the northern section.

The data indicates that the majority of the higher speeding incidents occurred between the hours of 00:00 and 07:00 in both directions, although the numbers of vehicles at these times are low. Throughout the remainder of the day, mean speeds are generally more compliant with the limit or just over, although speeds in the southern section are slightly higher than in the northern section.

The data also indicates the main problem area for traffic speed along New Lane to be the section between Hill Street and Hamilton Drive, where both the target levels for mean and 85<sup>th</sup> percentile speeds are exceeded.

The survey figures for the section between Hill Street and Acomb Road are lower, and closer to the target values. Over this section, on-street parking occurs on both side of the road, and there is a significant bend that reduces forward visibility for drivers. These factors are thought to make drivers proceed with more caution and generally at a lower speed. The only figure of concern is the 85<sup>th</sup> percentile speed for southbound drivers approach the Hill Street junction.

### Traffic Flows

The 2021 speed surveys also gave a measure of traffic flows along the street. The key results of the surveys are provided below. The main findings are:

#### Northern Section (Hill Street – Acomb Road)

- Average daily two-way flow - 1032 vehicle movements
- Highest hourly two-way flow – 116 vehicle movements

#### Southern Section (Hill Street – Hamilton Drive)

- Average daily two-way flow - 868 vehicle movements
- Highest hourly two-way flow – 97 vehicle movements.

These are very low flows, equating to about one vehicle movement every 30 seconds in the peak hour over the busiest section of the street (i.e. Hill

Street to Acomb Road). In the southern section, this falls to about one vehicle movement every 45 seconds.

The daily AM and PM peak flows in either direction are also very low.

	Northern section		Southern section	
	Northbound	Southbound	Northbound	Southbound
Daily Average	616	416	507	361
Weekday average	651	422	578	393
Weekend average	506	394	384	305
Daily Average AM peak	125	59	81	58
Daily Average PM peak	103	79	96	68
Monday average	625	416	561	372
Tuesday average	631	403	582	397
Wednesday average	663	417	581	395
Thursday average	671	436	559	374
Friday average	667	435	587	421
Saturday average	566	384	444	349
Sunday average	446	404	324	262

These figures are significant, because horizontal traffic calming measures on two-way roads tend to rely on a high level of opposing traffic flow to be effective. This is discussed later in the report.

On-site observations confirmed the low traffic flows along of the road. There was also little pedestrian activity observed, with the pedestrian access gate to West Bank Park being the only obvious focal point for crossing movements.

### Road Traffic Accidents

One of the main aims of introducing a speed management scheme would be to make the road environment safer. Therefore, it was felt important for the study to investigate the history of road traffic accidents in the street.

The police accident records were looked at going back to 2014, when the 20mph limit was introduced.

Only one injury accident has been recorded along New Lane since 2014, this occurring in 2021 close to the junction with Hill Street. This was a “rear-end shunt” by a car following another travelling northwards. The first car braked suddenly to let a vehicle travelling in the opposite direction pass a parked car, and the following driver did not react quickly enough

and a rear-end collision occurred. The driver of the front car suffered a slight injury. Excessive speed was not recorded as a contributory factor.

This indicates that the street has an excellent road safety record.

Damage-only accidents are usually not recorded, so there is no indication of how many of this type of accident may or may not have occurred.

### Speed Management Options

In addition to the very low traffic flows it experiences, New Lane is not a bus route or considered a key strategic road for the emergency services. It is classified as a “residential” area in the Council’s Speed Management Plan, meaning it is considered a suitable location for the application of the full range of traffic calming measures to address speeding issues. These include:-

- Road humps or speed tables (full-width vertical measures)
- Bus-friendly vertical measures – such as speed cushions.
- Horizontal features (e.g. chicanes and build-outs) and mini roundabouts.

As mentioned earlier, the very low traffic flows mean that horizontal measures are not likely to be effective in New Lane. Vertical measures would be more effective, but can be unpopular with local residents due to potential noise and vibration issues. Road humps are the generally the most effective means of slowing all types of vehicle, with round-top humps being the most cost effective solution. However, at key pedestrian crossing locations more expensive flat-top speed tables can offer additional benefits, and on bus routes speed cushions are favoured because of improved passenger comfort.

The design of a speed management scheme appropriate for New Lane, along with potential improvements to the pedestrian crossing point near the West Bank Park access, is discussed in more detail below:

Key considerations:-

- Analysis of the survey data indicates that the main area of concern for speeding along New Lane is the section between Hill Street and Hamilton Drive.
- A road hump scheme would offer the most effective way of reducing speeds to the target levels for a 20mph street

- 75mm high round-top road humps are the standard used in York. They are usually “taper edged” so they do not affect road drainage
- To be most effective, humps should be located at regular intervals along a street, ideally with a spacing of around 75m.
- A road hump scheme should have an initial speed-reducing feature to ensure that approaching drivers are not travelling at excessive speed when encountering the first vertical measure. This might be turning at a road junction before entering the street in question, or passing through a horizontal feature such as a road narrowing. The entry signing for a 20mph limit is also deemed to be adequate warning.

### **Option A**

A road hump scheme could cover the whole length of New Lane, as shown in **Annex C**. The scheme would comprise 6 road humps at regular spacing. Initial speed reduction would be achieved by having to turn into New Lane from the end junctions with Acomb Road or Hamilton Drive, or from Hill Street mid-way along it.

The slowing effect of the humps should make it slightly easier and safer for pedestrians to cross the road anywhere, including near the West Bank Park entrance. However, the improvement will be small, and probably not recognised by local people.

### **Option B**

This would be the road hump scheme in Option A enhanced with a specific measure to help pedestrian cross near the West Bank Park access. The level of pedestrian activity would not justify the introduction of a controlled crossing facility (i.e. Zebra or Puffin), and the road is not wide enough for the introduction of a central refuge. Therefore the most appropriate improvement for pedestrians would be the introduction of a road narrowing feature, as illustrated in **Annex D**.

This would make the crossing point more visible, and reduce the width of carriageway to be crossed. Although the narrowing would have directional priority working signs added, the low probability of meeting an opposing vehicle means that traffic speeds would not be reduced by any significant amount.

### **Option C**

This would target the southern section of the street between Hill Street and Hamilton Drive, where the highest speeds are occurring. The scheme would comprise just three road humps. The need for an initial speed-reducing feature in advance of the road humps would be addressed by including the road narrowing described above, just south of the Hill Street junction. The scheme is illustrated in **Annex E**.

As mentioned earlier, because of the low traffic flows on New Lane, such a feature is unlikely to result in drivers having to slow down significantly to give-way to on-coming traffic. However, it would be sufficient to meet the requirements for having a speed reducing feature at the start of the road hump scheme, and would be viewed as an improvement for pedestrians.

### **Option D**

This does not propose any road humps, and would just have additional 20mph repeater signs along the street to remind drivers of the lower limit and encourage them to slow down, as shown in **Annex F**. The road narrowing near West Bank Park, illustrated in **Annex D**, could be provided to provide an enhanced crossing facility for pedestrians.

### **Option E**

This “do minimum” option does not propose any road humps, or a road narrowing. The additional repeater 20mph signs shown in **Annex F** would be provided, to increase driver awareness and compliance with the existing 20mph limit. At the crossing point near West Bank Park, some guard-railing would be installed to highlight the crossing point and direct people to the existing dropped kerb facility, as shown in **Annex G**.

### **Analysis and Cost Estimates**

The study has confirmed that New Lane is a very lightly trafficked road, with a very good safety record. Speed surveys show that the existing 20mph restriction is working adequately over much of the street, but there is an issue with higher speeds on the section between Hill Street and Hamilton Drive. This section also includes the entrance to West Bank Park, the only obvious attractor for pedestrian crossing movements in the area.

The petition submitted by residents has indicated a general concern about speeding on New Lane (124 signatures) and requests the installation of speed calming measures. The proposal for calming measures is supported by at least one of the ward members.

*Option A*, a road hump scheme covering the full street, would certainly address the speed issue and generally improve safety for pedestrians seeking to cross road. However, it would be introducing traffic calming measures into the northern half of New Lane, where speeding has been proven not to be an issue, and would not provide obvious improvements to help pedestrians cross near the West Bank Park access. It would be an expensive option (estimated scheme cost £20K).

*Option B*, would enhance the road hump scheme proposed in Option A by the addition of a road-narrowing just south of Hill Street. This would provide a more obvious improvement for pedestrians, but would add significantly to the scheme cost (estimated scheme cost £25K).

*Option C*, a reduced road hump scheme within the southern section, with a road narrowing near Hill Street, would address the main speeding issue and introduce an obvious facility to help pedestrians crossing near the West Bank Park access. In cost terms, this would only be removing three road humps from Option B, so the scheme cost would still be high (estimated scheme cost £18K).

*Option D* - just the road narrowing plus some extra 20mph signing - would be less effective on traffic speeds than road humps and the evidence suggests there is not a serious safety problem to address. Removal of the road humps would reduce the scheme cost by about £6K. The road narrowing would highlight and improve the pedestrian crossing point, but it remains an expensive feature (estimated scheme cost £12K).

*Option E* - 20mph signing improvements - could bring about a small improvement in driver awareness and compliance with the speed limit. The introduction of guardrail near the West Bank Park access would help highlight the crossing point and direct people to the existing dropped kerb facility. It would be a low cost scheme (estimated scheme cost £5K).

## **Conclusion**

Given the scale of problems to be addressed, it is considered that **Option E** represents the most appropriate way forward. Although improved

signing would be a very low level of intervention, the evidence gathered by the study shows that the street is a safe environment with low traffic levels and pedestrian activity. The surveys showed speeds are higher than desired for a 20mph restriction, but are not considered to be a serious safety concern. Similarly, the study has shown that pedestrians have little difficulty, or face serious safety issues, crossing the road near West Bank Park access. The small measures proposed as part of the Option E scheme should improve driver awareness of the crossing point, and encourage more use of the existing crossing facility.

Whatever is introduced, it would be prudent to out further speed monitoring out a few months after implementation to assess the scheme's success and whether further consideration needs to be given to further action.

### **Recommendation**

Officers consider that the recommended action would be to progress the measures outlined in Option E. Transport Board had earlier approved this recommendation.

However, given the concerns raised through the petition and subject to the decision of the Executive Member following September's meeting, Officers consider that consultation could take place on a number of options and be reported back to Executive Member for a decision on which option to progress to delivery.

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**Annexes:**

**Annex A** – Location plan

**Annex B** – Speed survey locations

**Annex C** – Road hump scheme (full street)

**Annex D** – Road narrowing feature

**Annex E** – Road hump scheme (part of street)

**Annex F** – Additional 20mph repeater signs

**Annex G** – Pedestrian guardrailing





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ANNEX A



**CITY OF YORK COUNCIL**  
 Transport Projects  
 Eco Depot, Hazel Court, James Street, York, YO10 3DS  
 www.york.gov.uk

**NEW LANE (ACOMB)  
 SPEED MANAGEMENT STUDY - LOCATION PLAN**

REV	AMENDMENTS	DATE	DRAWING_No		SCALE	1:1250	A3
			DAF	Checked	DATE	MAY 2022	

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ANNEX B



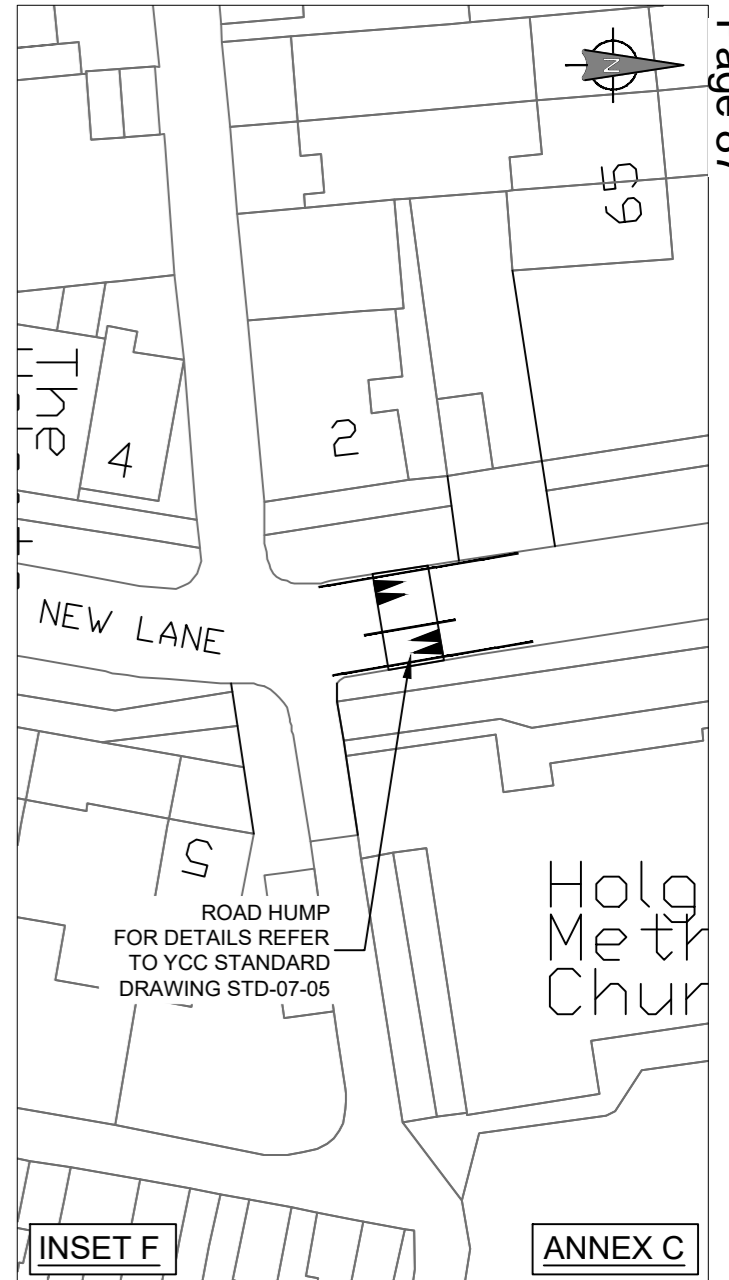
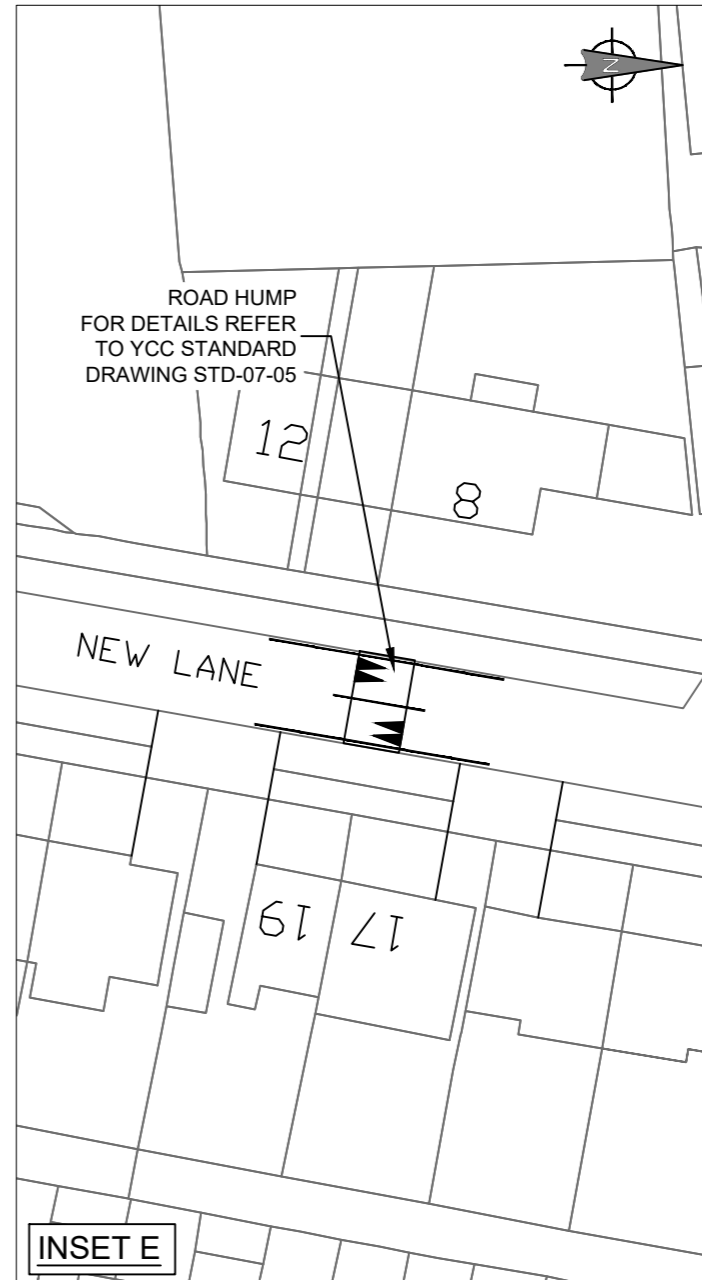
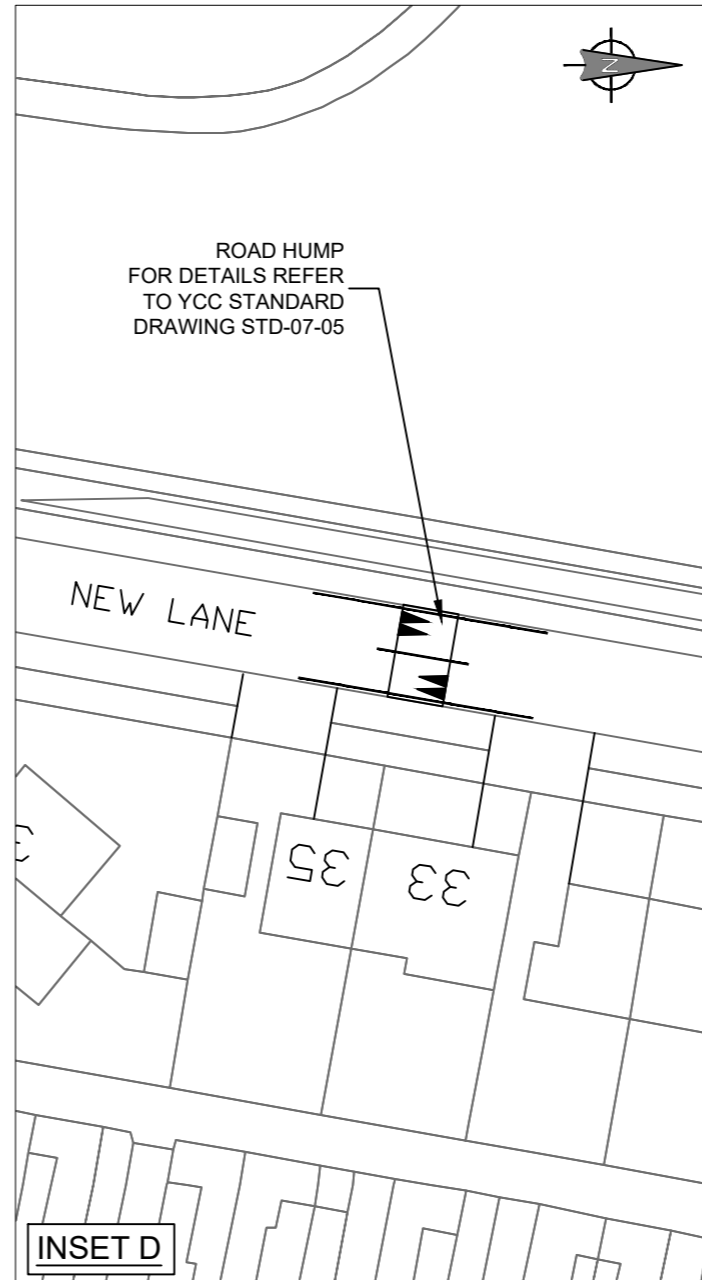
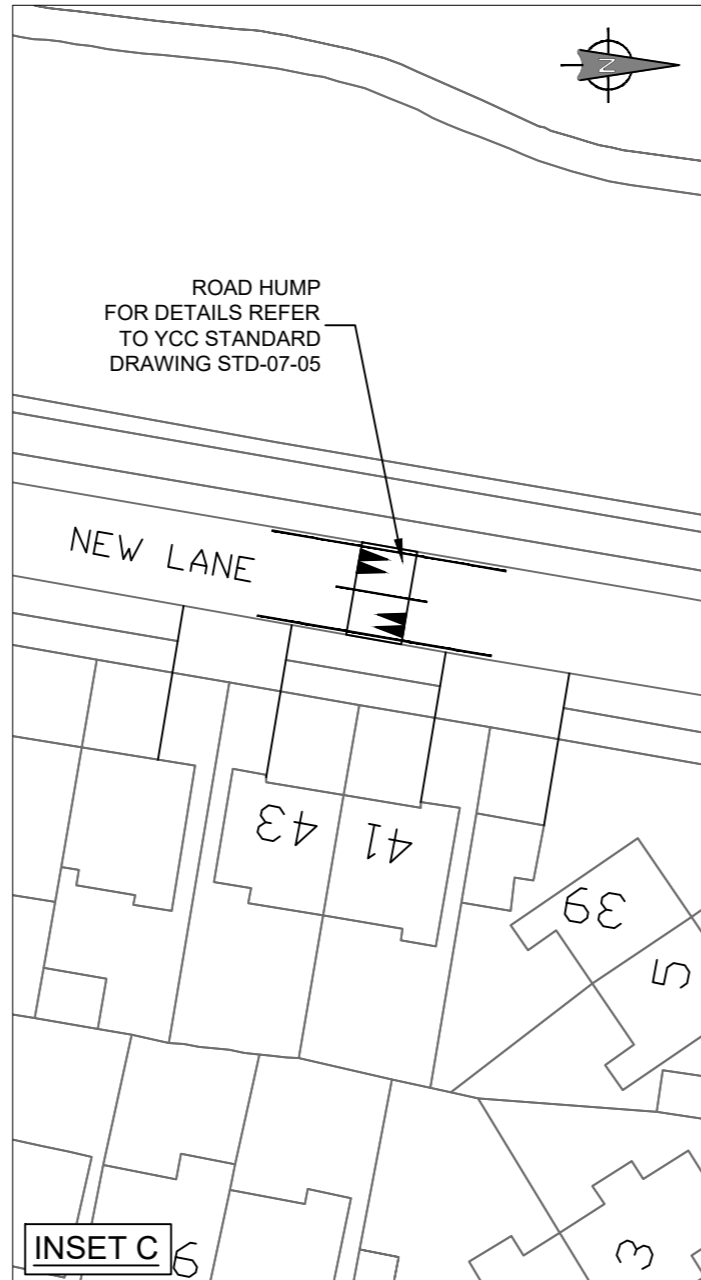
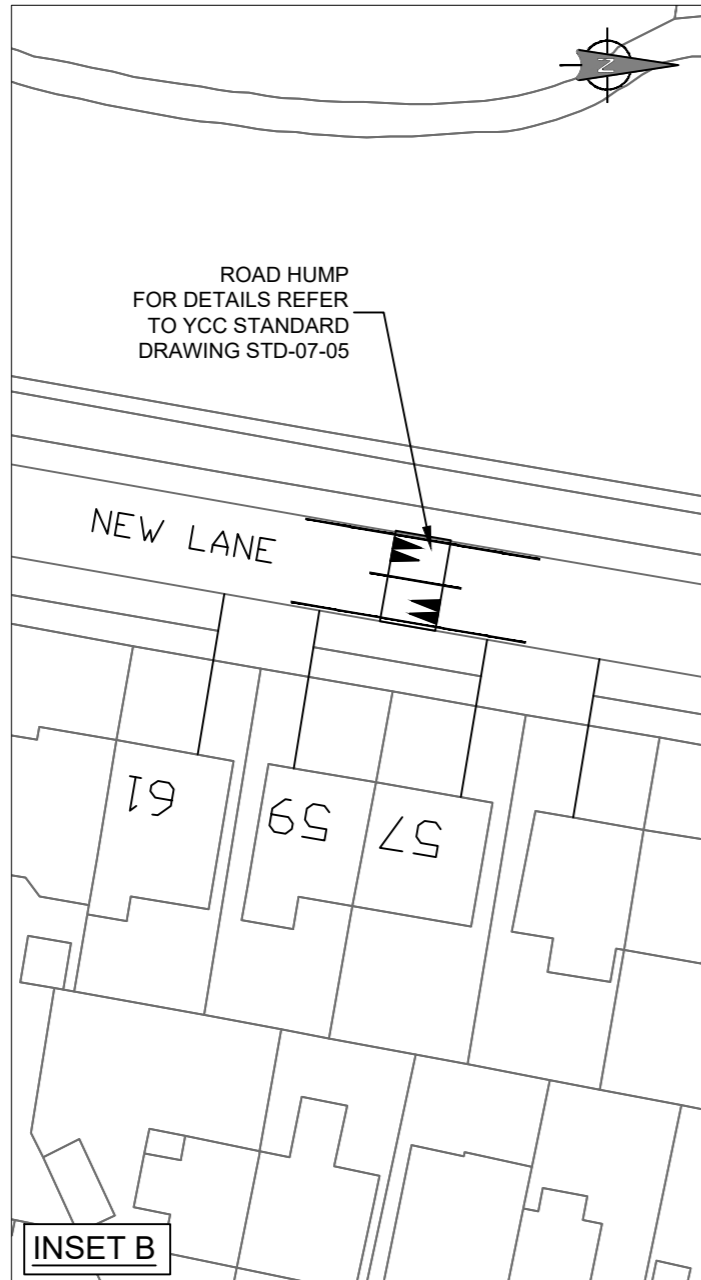
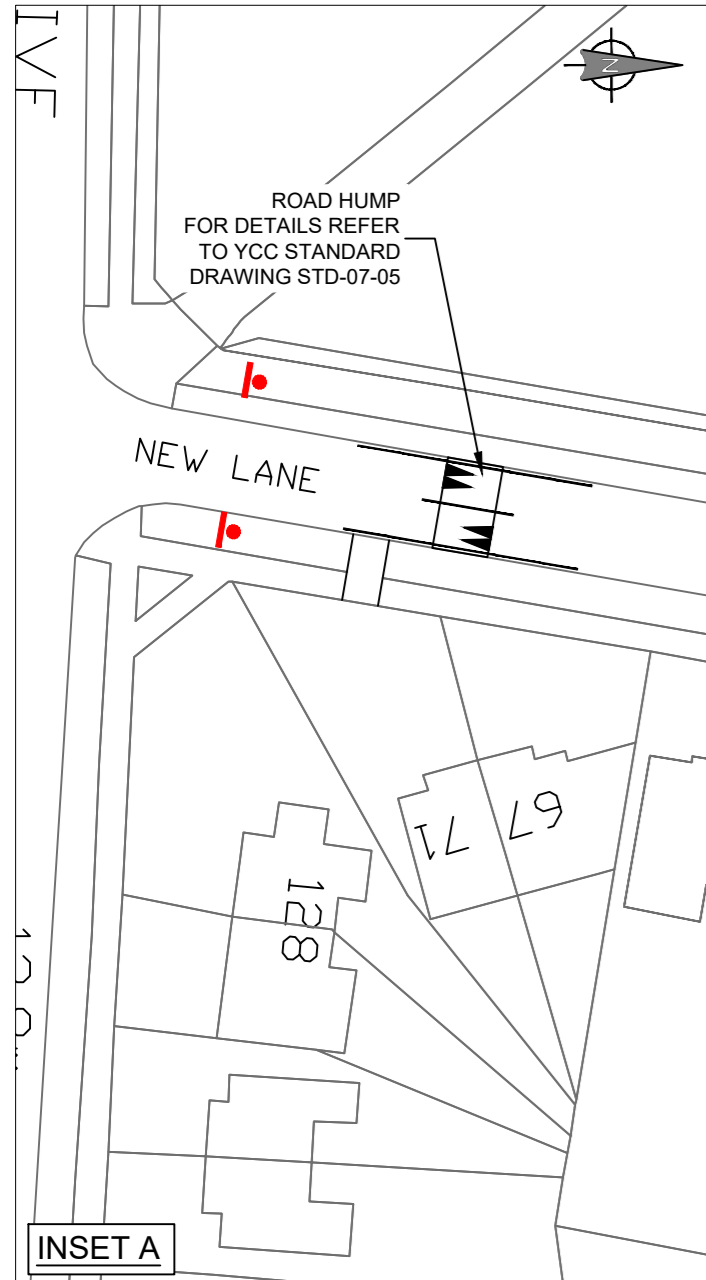
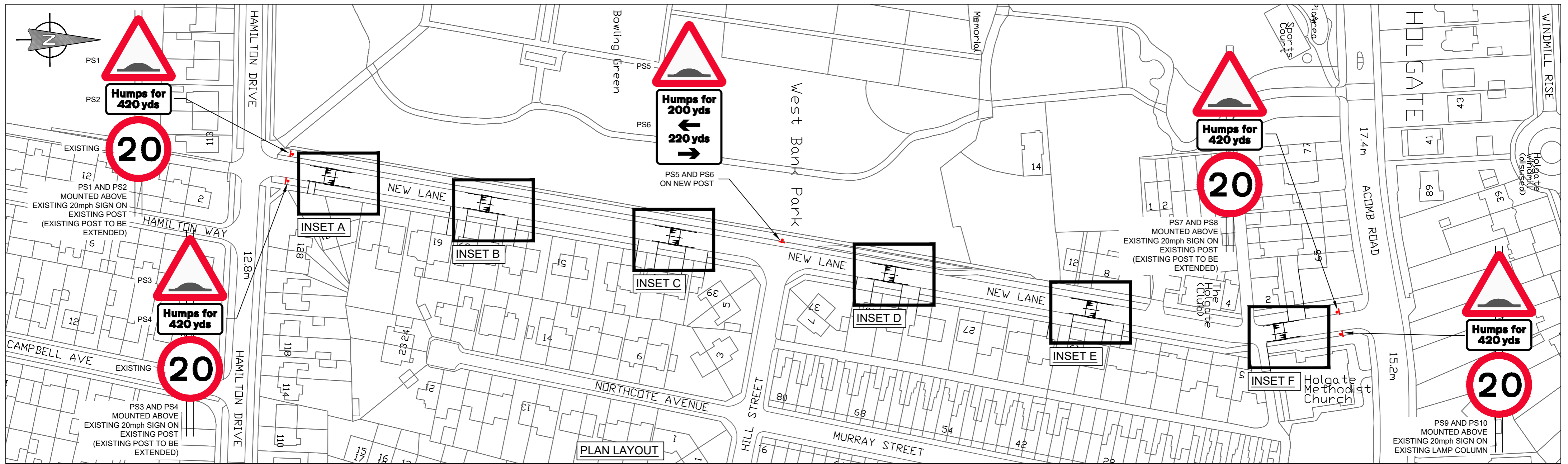
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NEW LANE (ACOMB)

SPEED MANAGEMENT STUDY - SPEED SURVEYS

REV	AMENDMENTS	DATE	DRAWING_No		SCALE	1:1250	A3
			DAF	Checked	DATE	MAY 2022	

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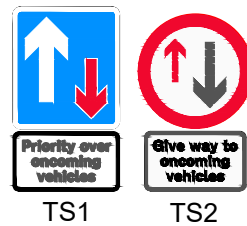
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<p>Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	INITIAL	REV	AMENDMENT	DATE	<p><b>NEW LANE (ACOMB) - SPEED MANAGEMENT STUDY</b></p> <p><b>FULL ROAD HUMP SCHEME</b></p>	SCALE	1:1000, 1:500	
	DRAWN BY	DAF						
	CHECKED BY	MD						
DATE	DEC 2021	A2				R00000 / 99999		

# West Bank Park

TRAFFIC SIGNS



WEST BANK  
PARK ACCESS

ROAD NARROWING  
BUILD-OUTS

GUARDRAIL

TS1

NEW LANE

TS2

PRIORITY  
WORKING

JUNCTION  
MARKINGS

EXISTING  
CROSSING POINT

HILL STREET

ANNEX D

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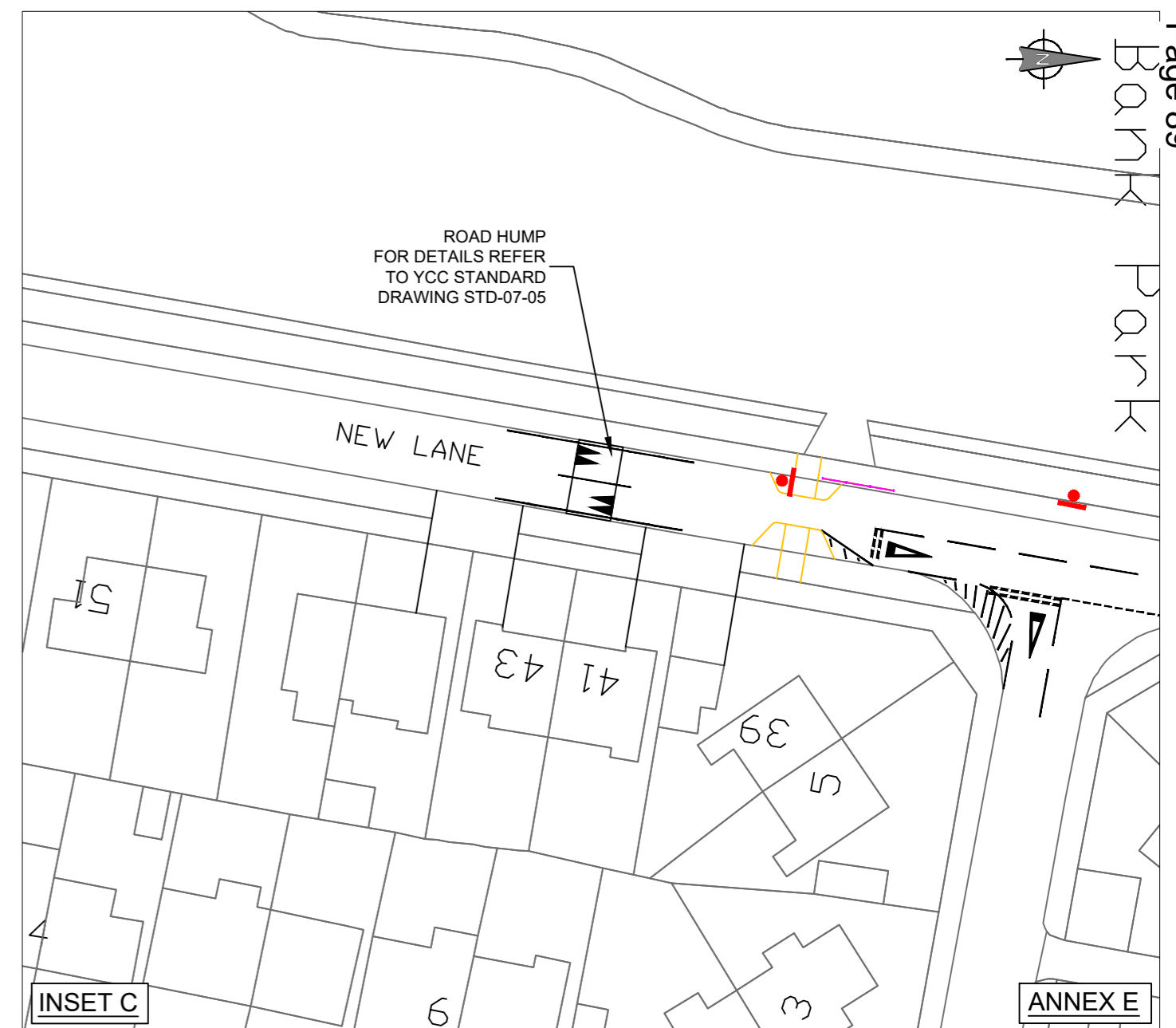
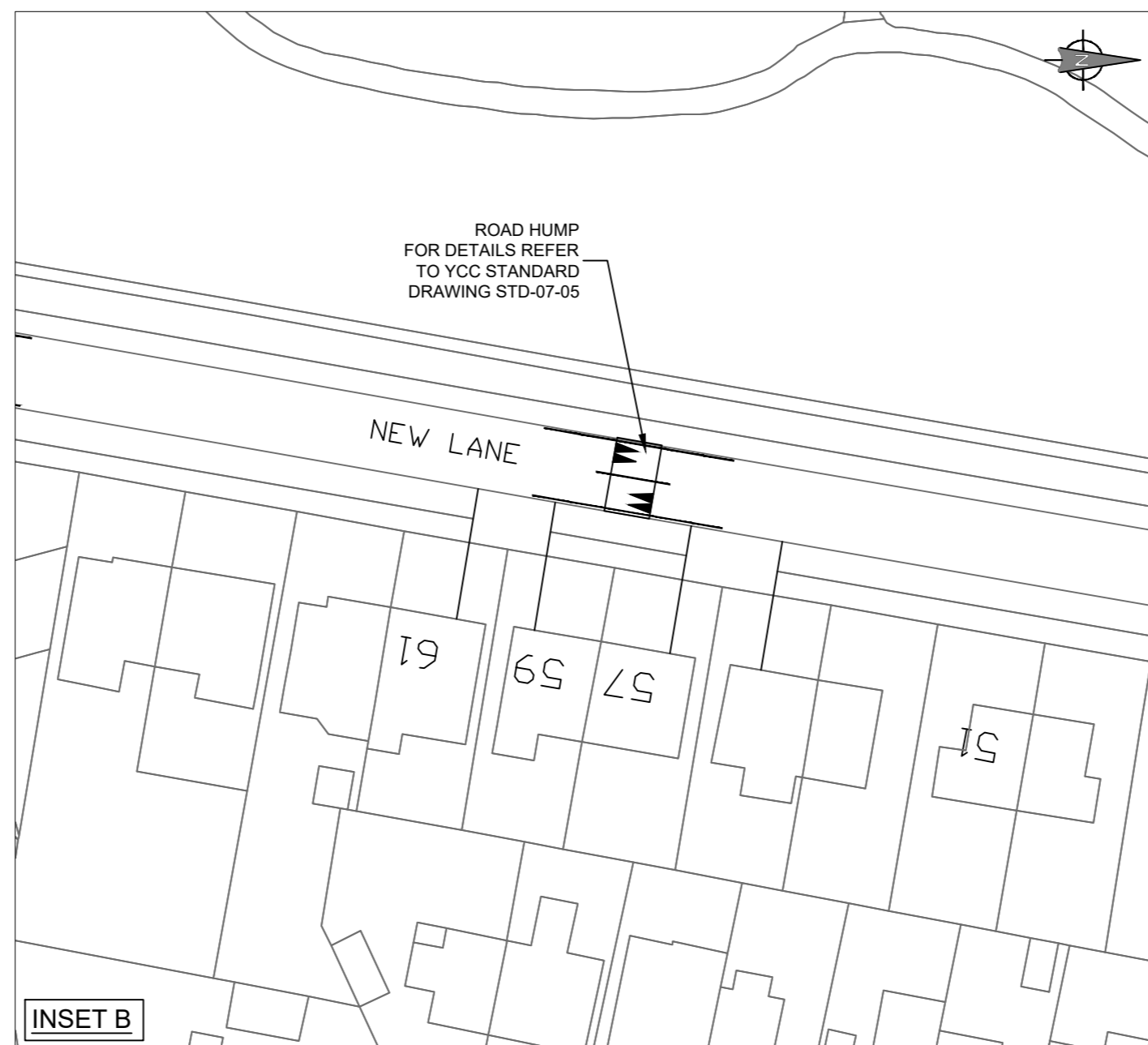
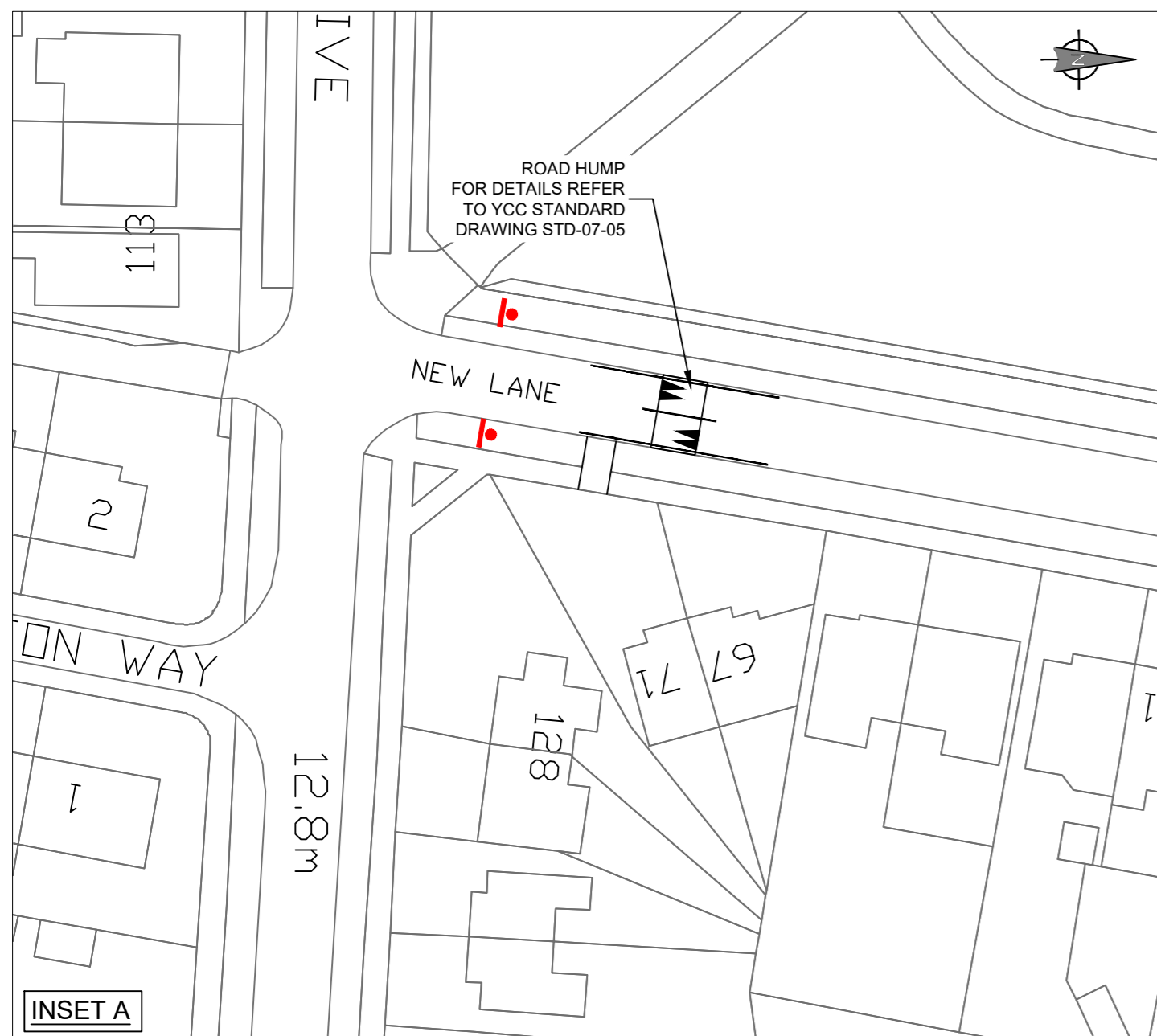
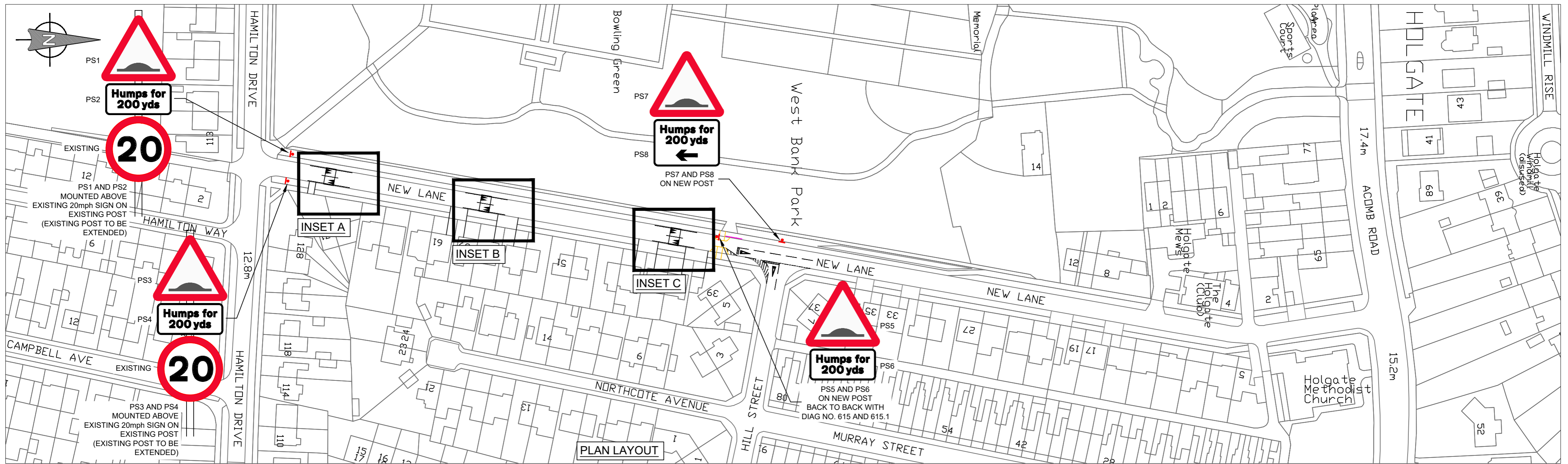
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NEW LANE (ACOMB)  
SPEED MANAGEMENT STUDY  
ROAD NARROWING

REV	AMENDMENTS	DATE	DRAWN

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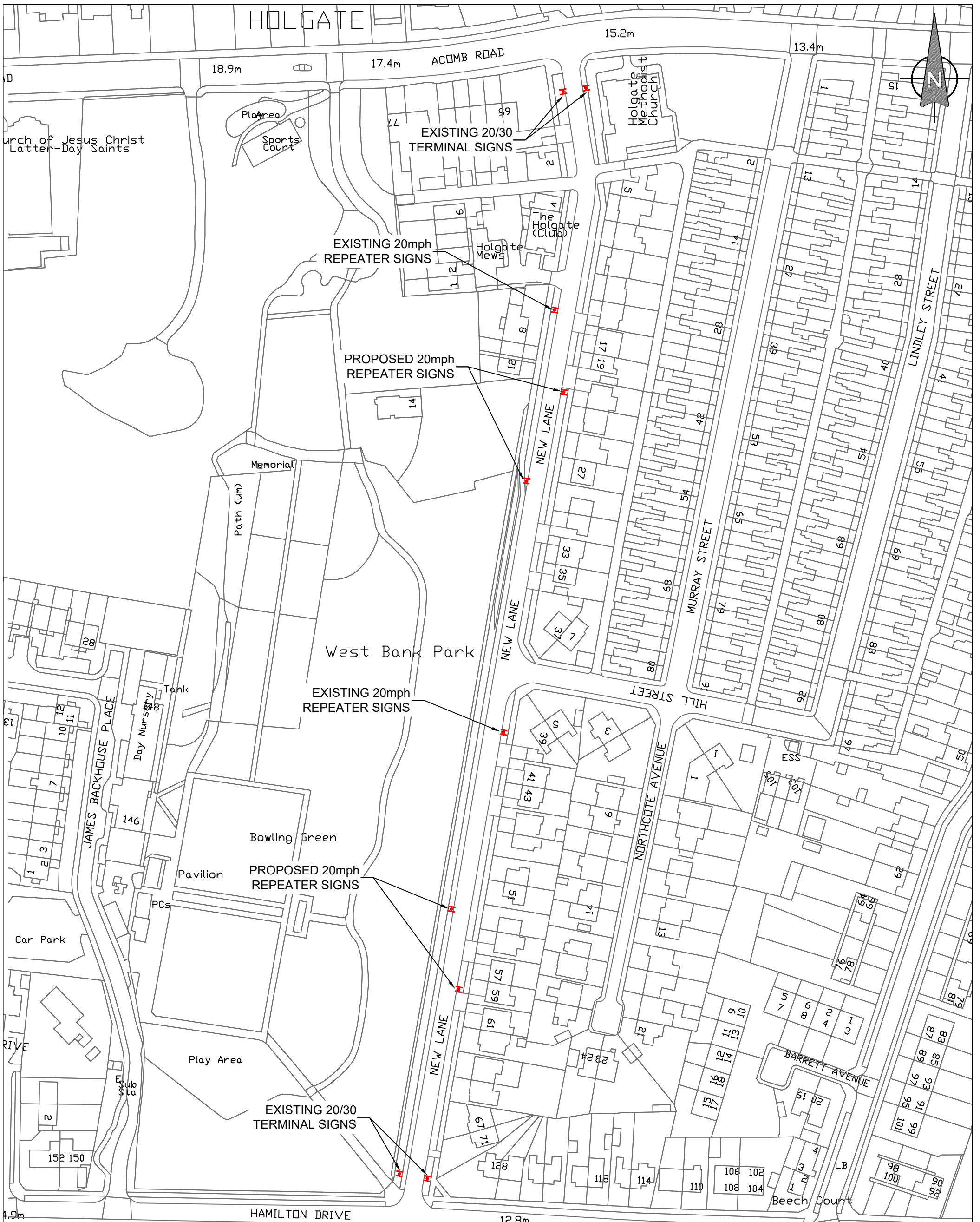
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<p><b>CITY OF YORK COUNCIL</b> Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	<table border="1"> <tr> <td>INITIAL</td> <td>REV</td> <td>AMENDMENT</td> <td>DATE</td> </tr> <tr> <td>DAF</td> <td></td> <td></td> <td></td> </tr> </table>	INITIAL	REV	AMENDMENT	DATE	DAF				<p><b>NEW LANE (ACOMB) - SPEED MANAGEMENT STUDY</b></p> <p><b>PARTIAL ROAD HUMP SCHEME</b></p>	<p>SCALE 1:1000, 1:500</p>
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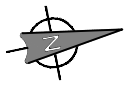
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### NEW LANE (ACOMB)

## SPEED MANAGEMENT STUDY - ADDITIONAL 20mph SIGNING

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# West Bank Park

WEST BANK  
PARK ACCESS

PROPOSED  
GUARDRAIL

## NEW LANE

HILL STREET

68

5

ANNEX G

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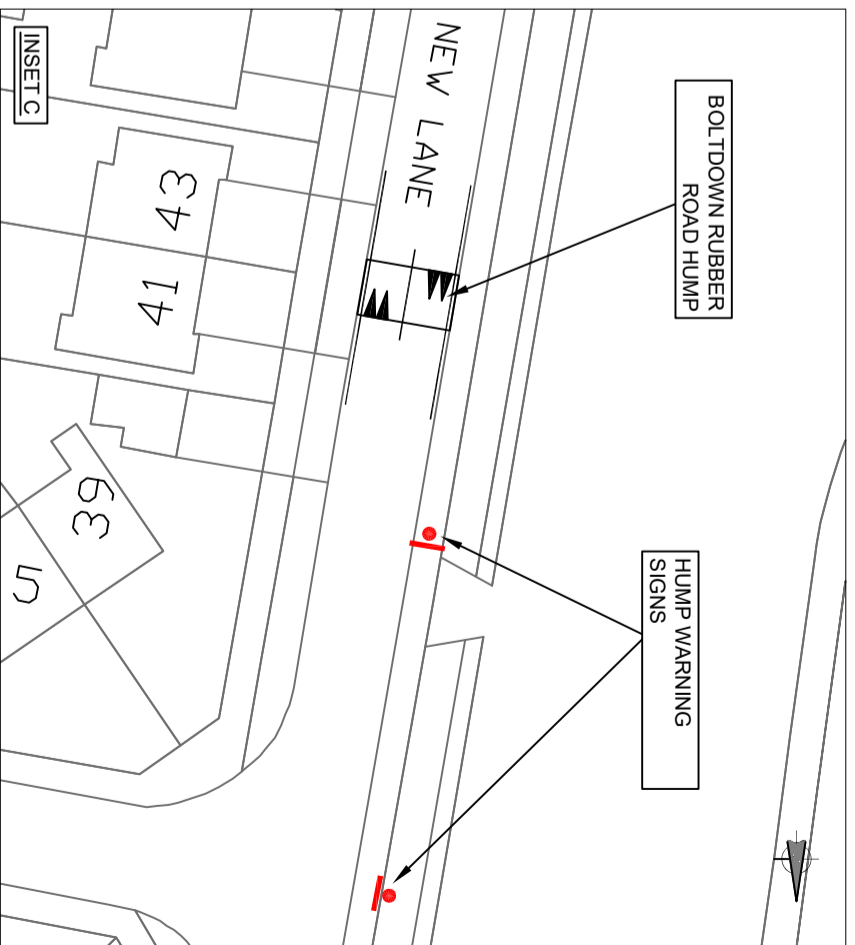
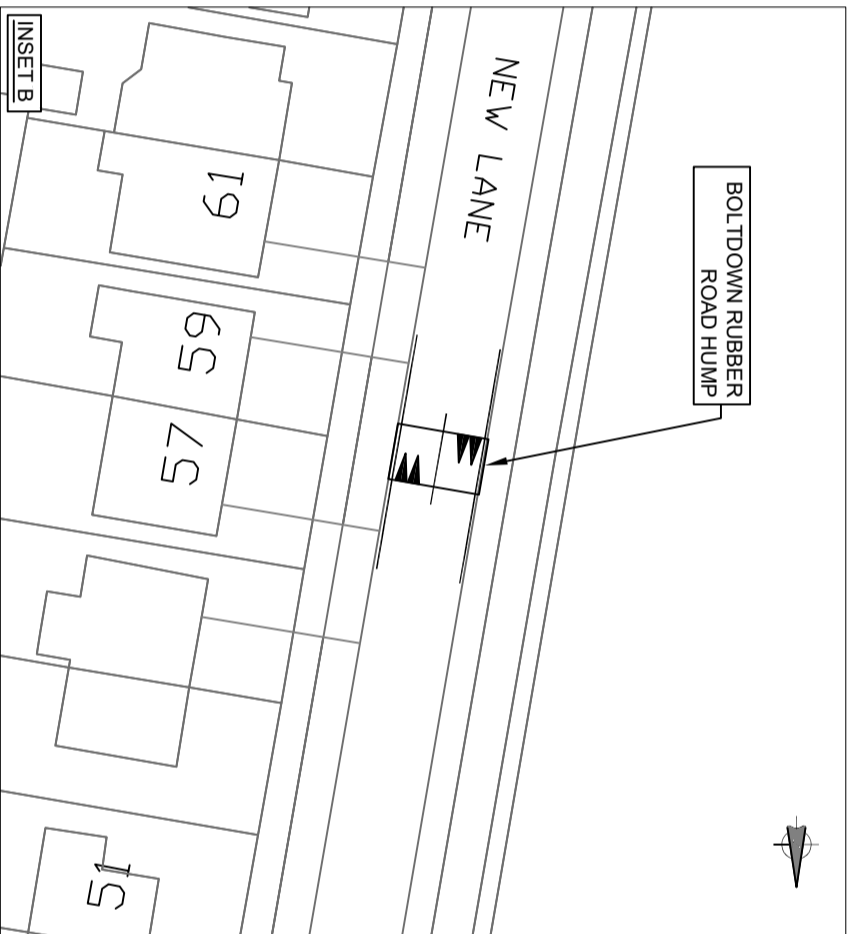
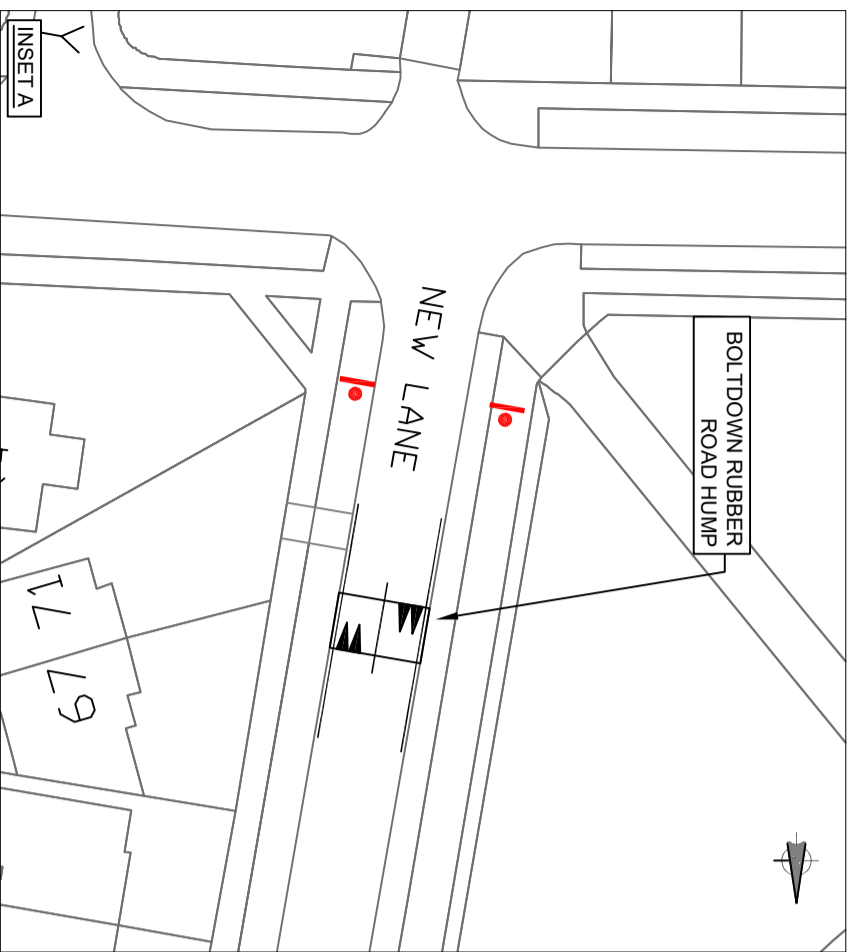
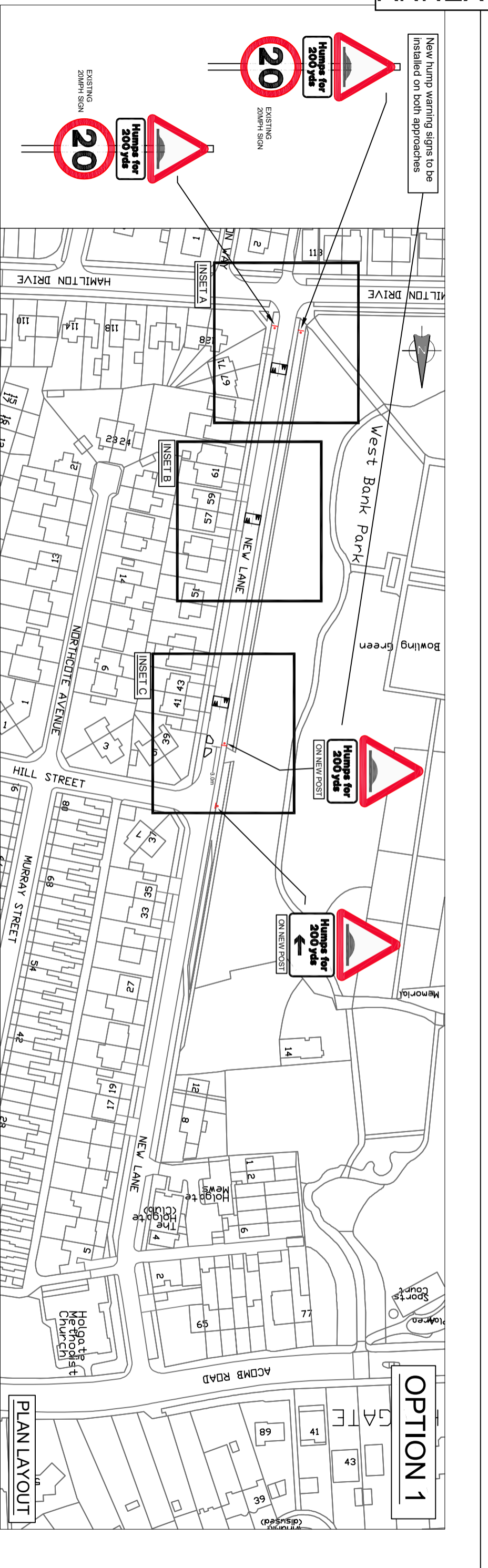
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### NEW LANE (ACOMB) SPEED MANAGEMENT STUDY PEDESTRIAN GUARDRAIL SCHEME

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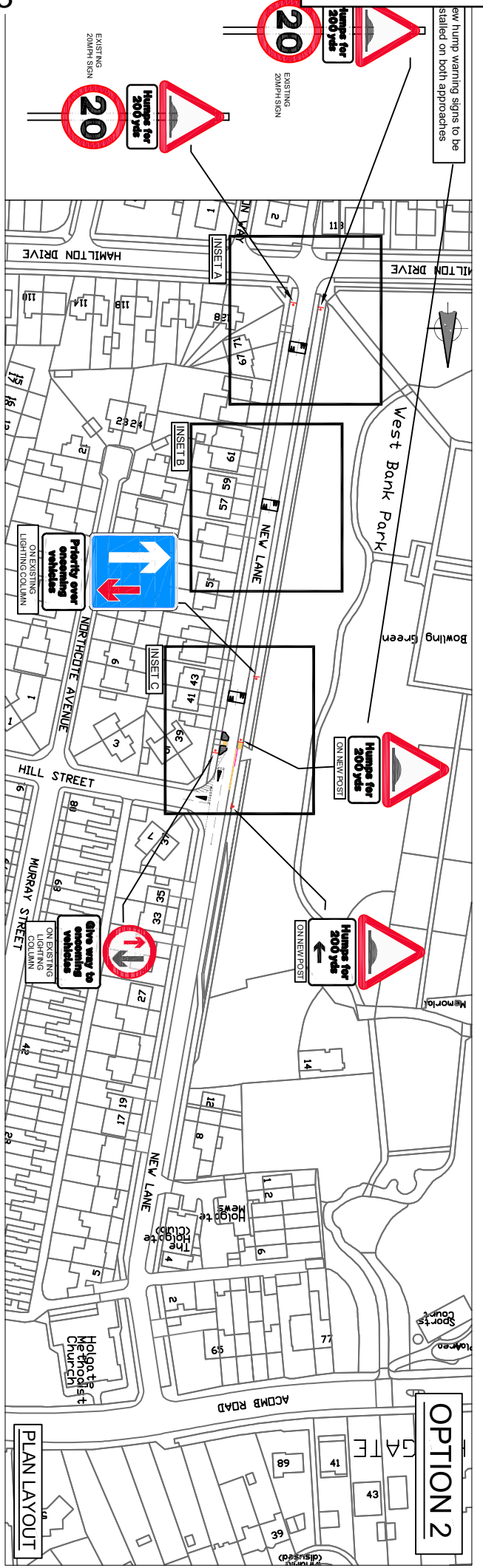


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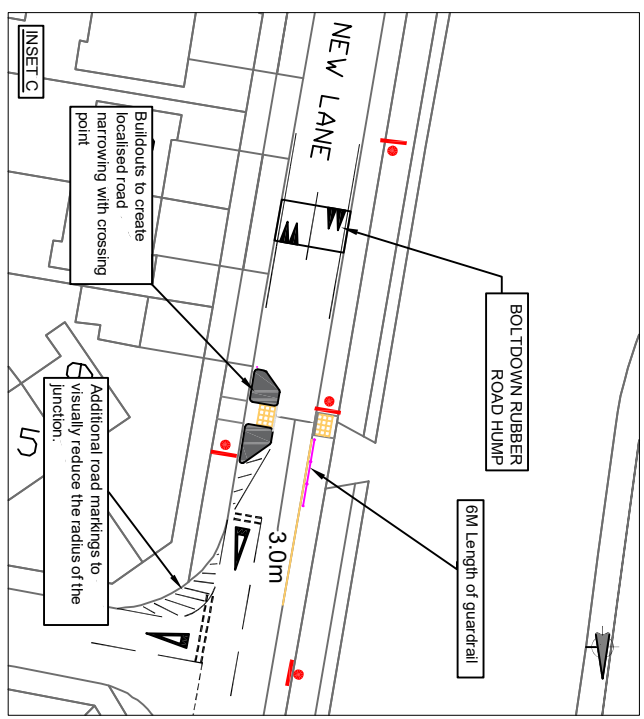
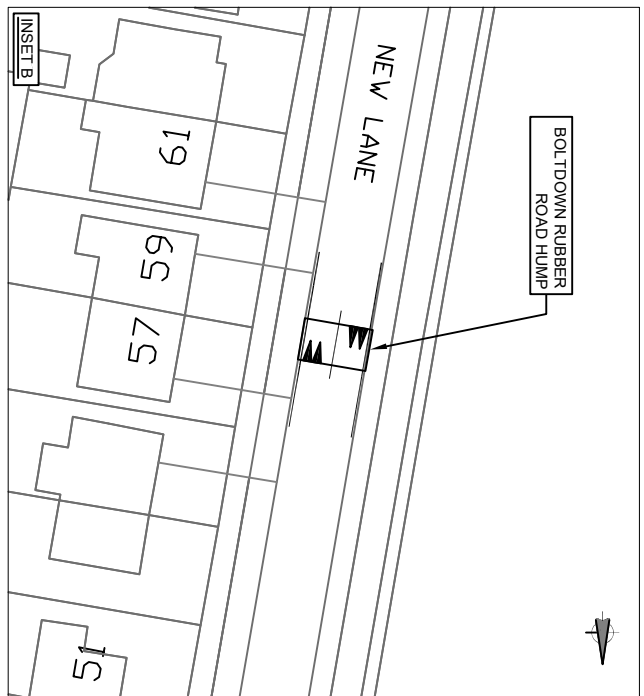
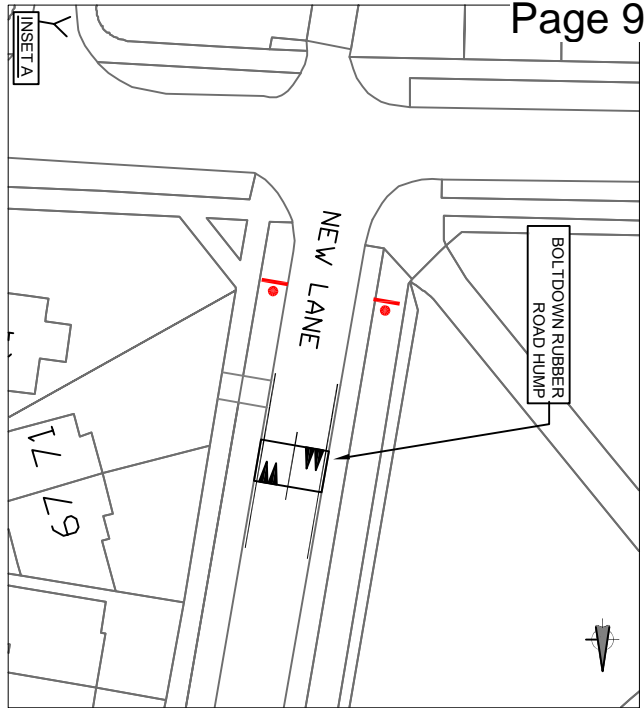
<p><b>CITY OF YORK COUNCIL</b></p> <p>Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>		<p>INITIAL</p> <p>BP</p>	<p>REV</p>	<p>AMENDMENT</p>	<p>DATE</p>	<p>NEW LANE, ACOMB SPEED MANAGEMENT SCHEME OPTION 1 - SPEED HUMPS SCHEME</p>
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## OPTION 2

### PLAN LAYOUT

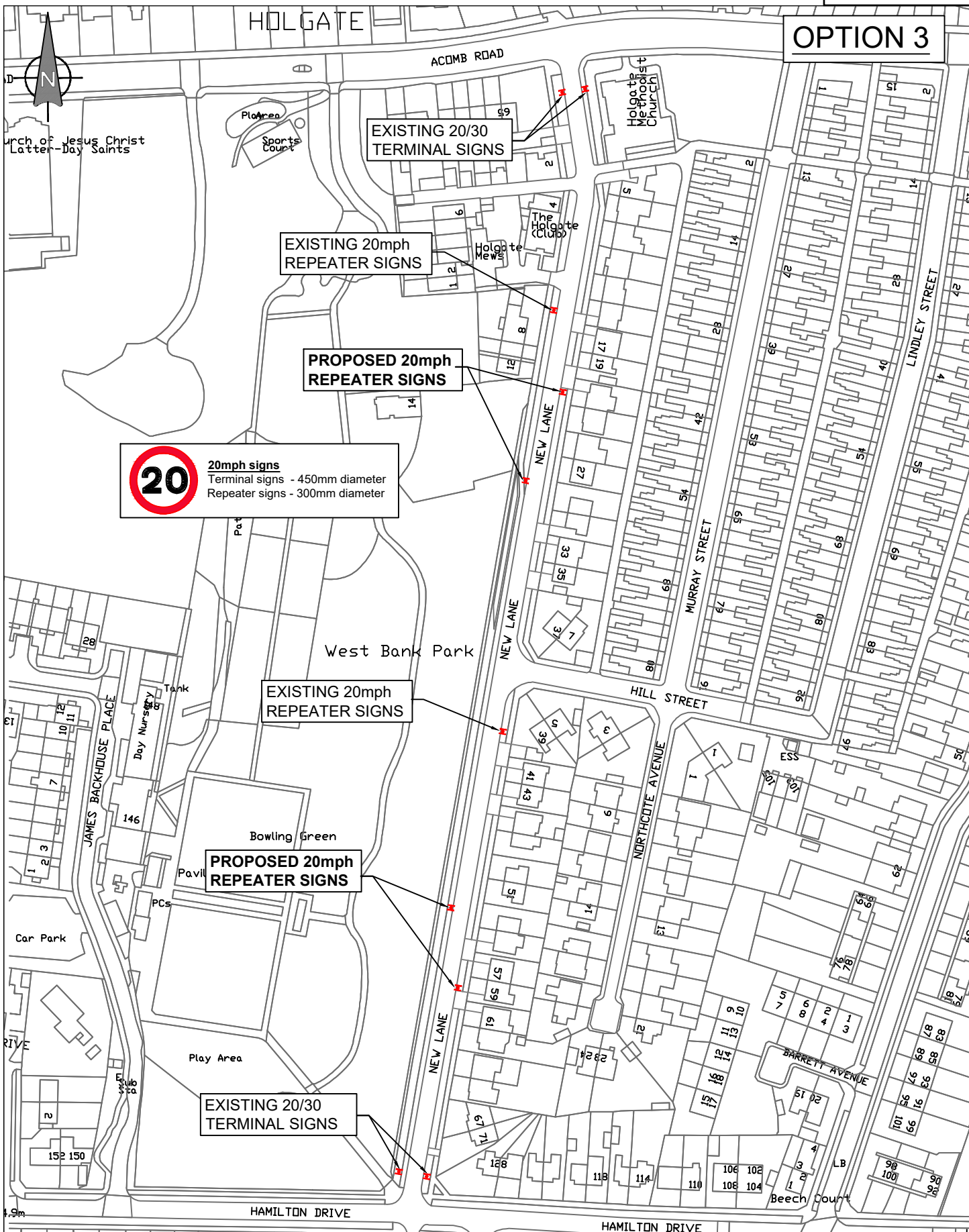


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NEW LANE, ACOMB  
SPEED MANAGEMENT SCHEME  
OPTION 2 - SPEED HUMP SCHEME WITH  
CROSSING POINT IMPROVEMENT

SCALE	NTS
DWG No.	HED/200016/NL/EX/02



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Place Directorate

City of York Council  
West Offices  
Station Rise  
York  
YO1 6GA

Our Ref: 200016\_NL\_01  
3 March 2023

Dear Resident,

### **Consultation: New Lane, Acomb – Speed Management Proposals**

A recent speed concern report and petition has led to a review of vehicle speeds on New Lane. City of York Council are now considering options for speed reducing measures on the street and we are writing to you to gather your views on the options and for your preference.

New Lane has a signed 20mph speed limit. The target for this type of street is mean speeds of 20mph or less, and 85<sup>th</sup> percentile speeds (the speed at or below which 85 percent of people drive) of 24mph or lower.

To gain a better understanding of the speed profile for the full length of the street speed surveys were undertaken at three locations. A summary of the speed data is shown on an attached plan. The results indicate that through the northern section vehicle speeds are within the expected range. South of the Hill Street junction the mean speeds are still acceptable, but the 85<sup>th</sup> percentile speeds for southbound traffic increases close to the Hill Street junction and beyond.

To help reduce vehicle speeds three options are now being considered. As the highest vehicle speeds are on the southern section of New Lane any proposed physical traffic calming measures are contained to this end of the street. The proposed options are described below and drawings for each scheme are attached to illustrate the proposals:

#### **Option 1: Traffic Calming.**

A series of three speed humps on the southern half of the street along with the relevant signing.

#### **Option 2: Traffic Calming and crossing point improvement.**

A series of three speed humps on the southern half of the street along with the relevant signing. In addition, a localised narrowing of the carriageway

to a single lane, this creates an opportunity to provide a better crossing point in the vicinity of the access to West Bank Park. A section of guardrail to slow pedestrians as they approach the carriageway is also proposed.

**Option 3: Signs only.**

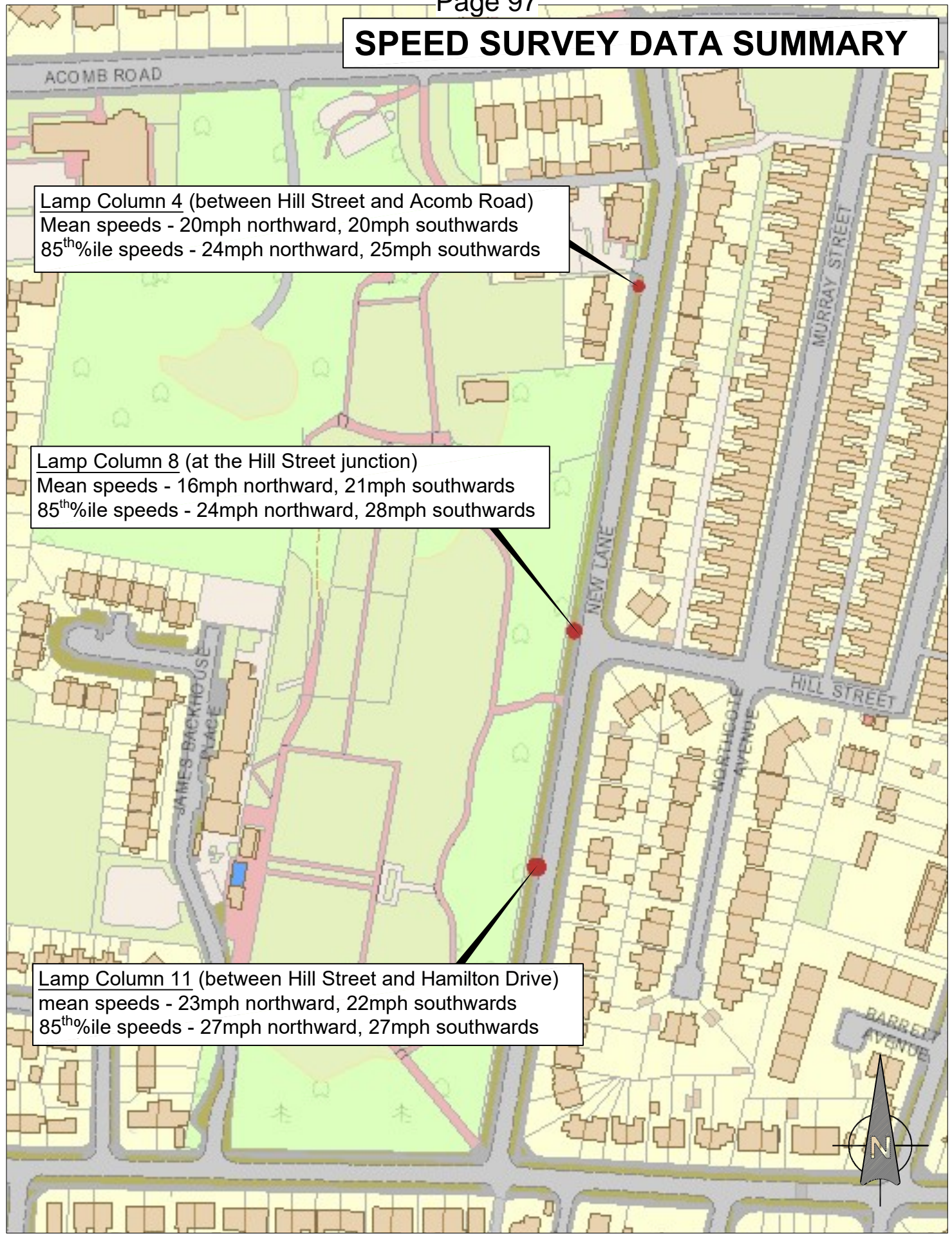
Eight additional repeater signs to be provided the full length of New Lane to support the existing signage.

We are now seeking residents' views which will be presented to the Executive Member for Transport to help decide which option proceeds. The deadline for responses is **Friday 24<sup>th</sup> March 2023**. Please provide any feedback in writing or via email to [ben.potter@york.gov.uk](mailto:ben.potter@york.gov.uk).

Yours faithfully,

Ben Potter  
Engineer  
Highways Engineering Design

# SPEED SURVEY DATA SUMMARY



**Lamp Column 4 (between Hill Street and Acomb Road)**  
 Mean speeds - 20mph northward, 20mph southwards  
 85<sup>th</sup>ile speeds - 24mph northward, 25mph southwards

**Lamp Column 8 (at the Hill Street junction)**  
 Mean speeds - 16mph northward, 21mph southwards  
 85<sup>th</sup>ile speeds - 24mph northward, 28mph southwards

**Lamp Column 11 (between Hill Street and Hamilton Drive)**  
 mean speeds - 23mph northward, 22mph southwards  
 85<sup>th</sup>ile speeds - 27mph northward, 27mph southwards

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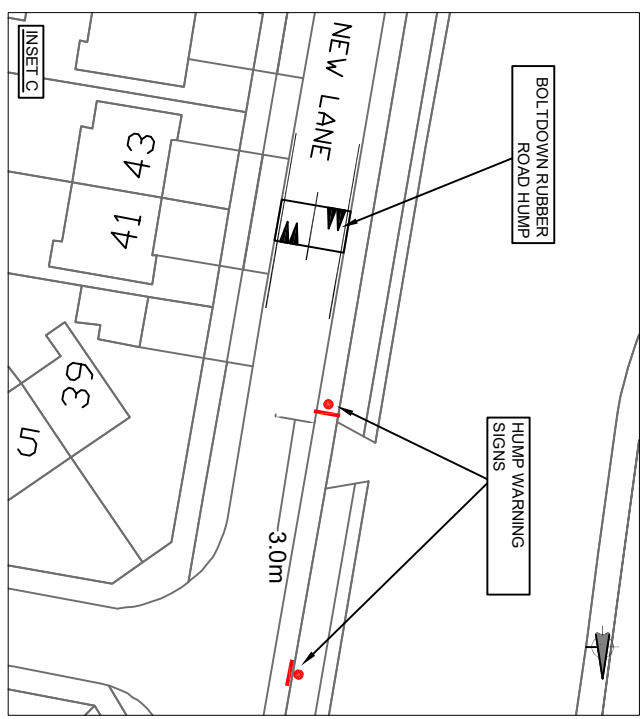
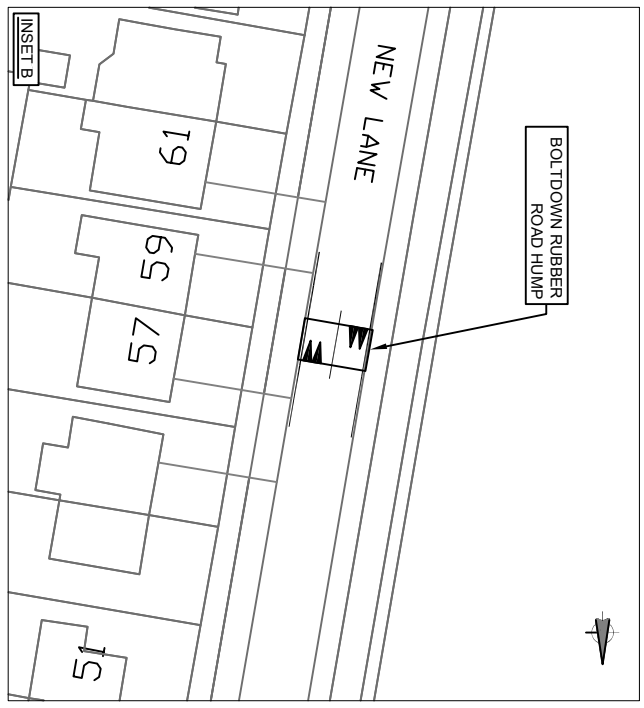
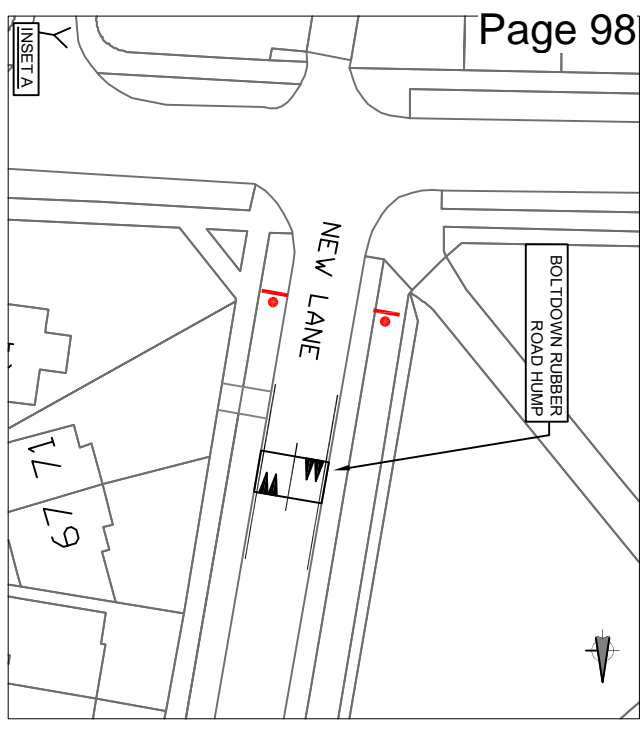
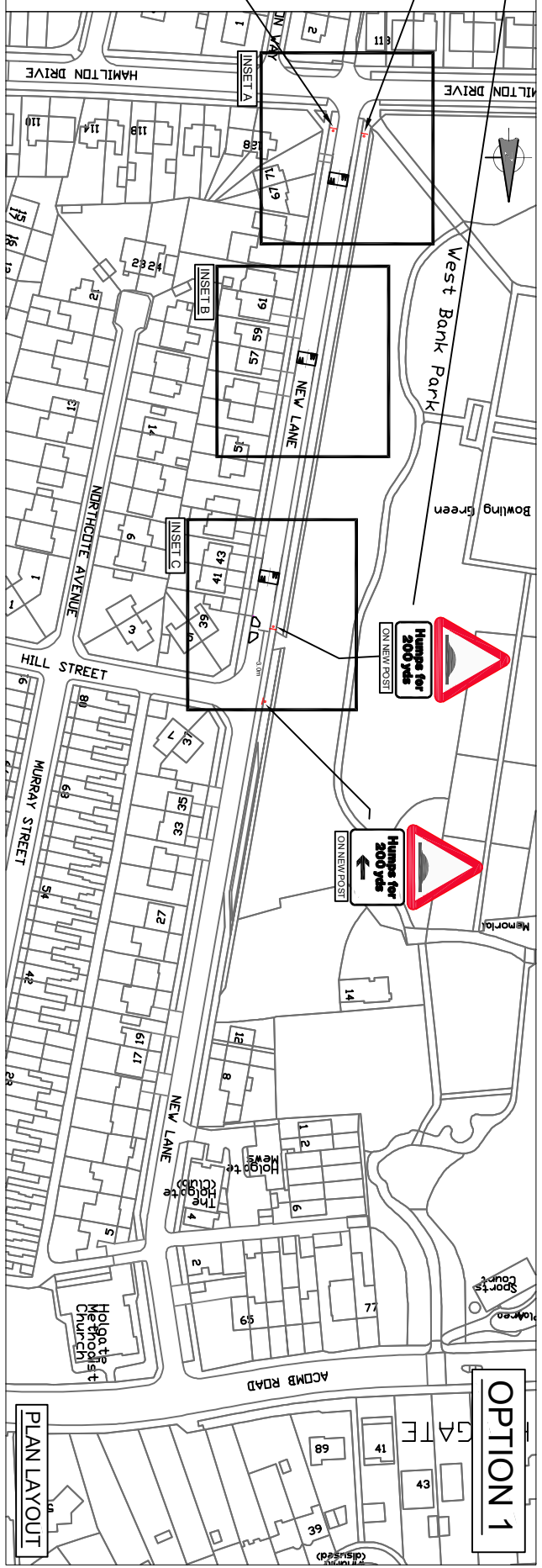
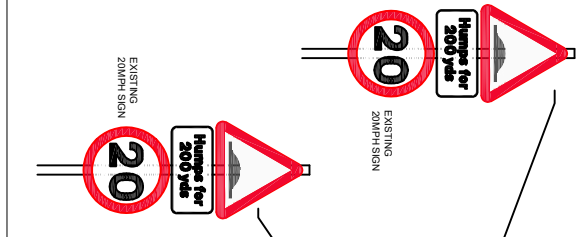
## NEW LANE SPEED MANAGEMENT SCHEME SPEED SURVEY DATA SUMMARY

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New hump warning signs to be installed on both approaches



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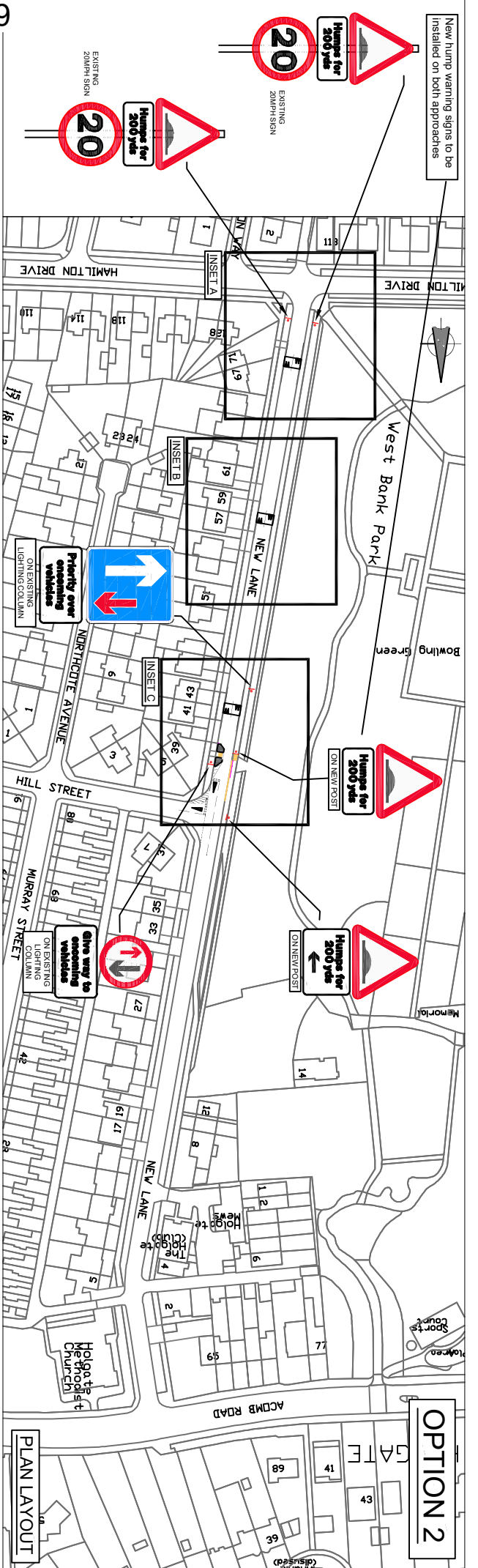
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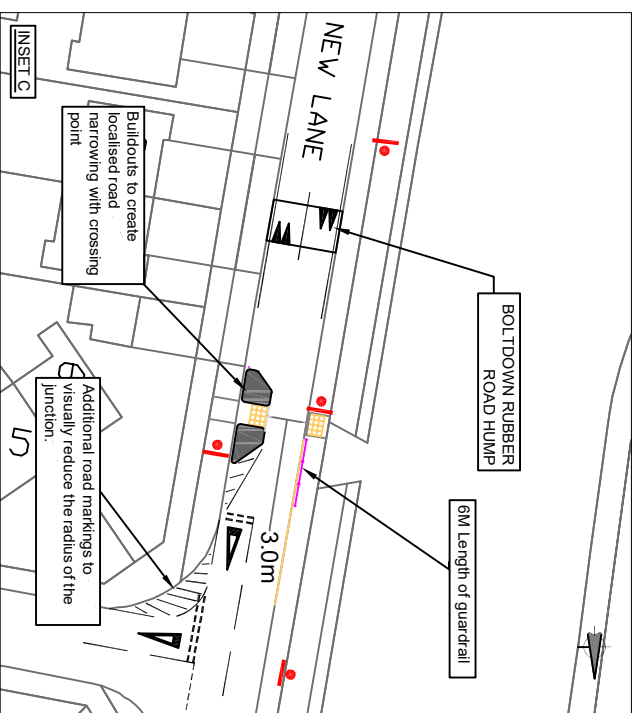
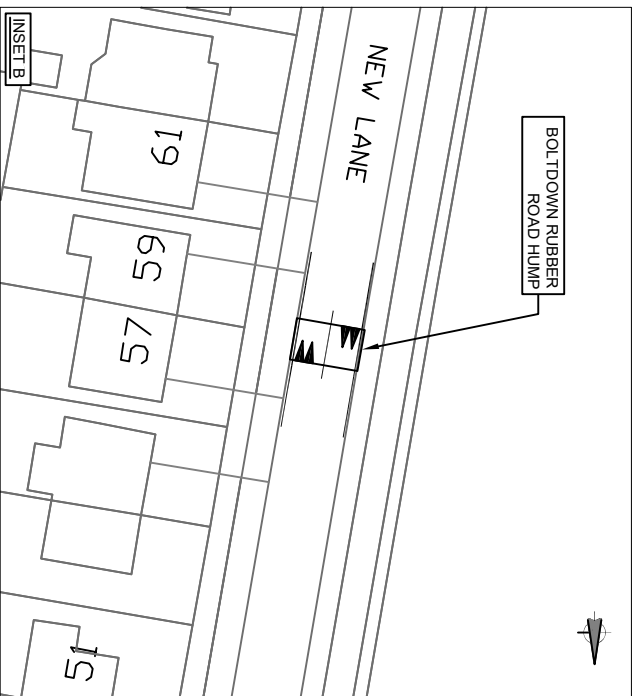
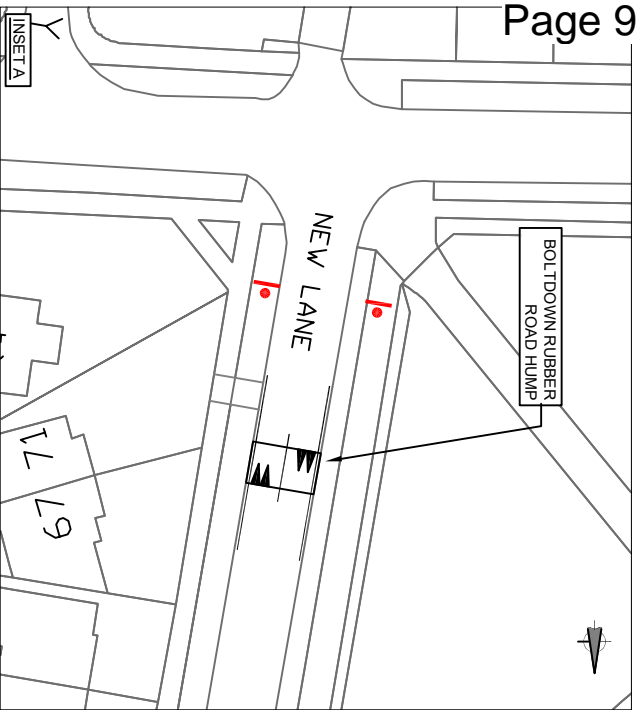
**NEW LANE, ACCOMB SPEED MANAGEMENT SCHEME  
OPTION 1 - SPEED HUMPS SCHEME**

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**OPTION 2**

PLAN LAYOUT

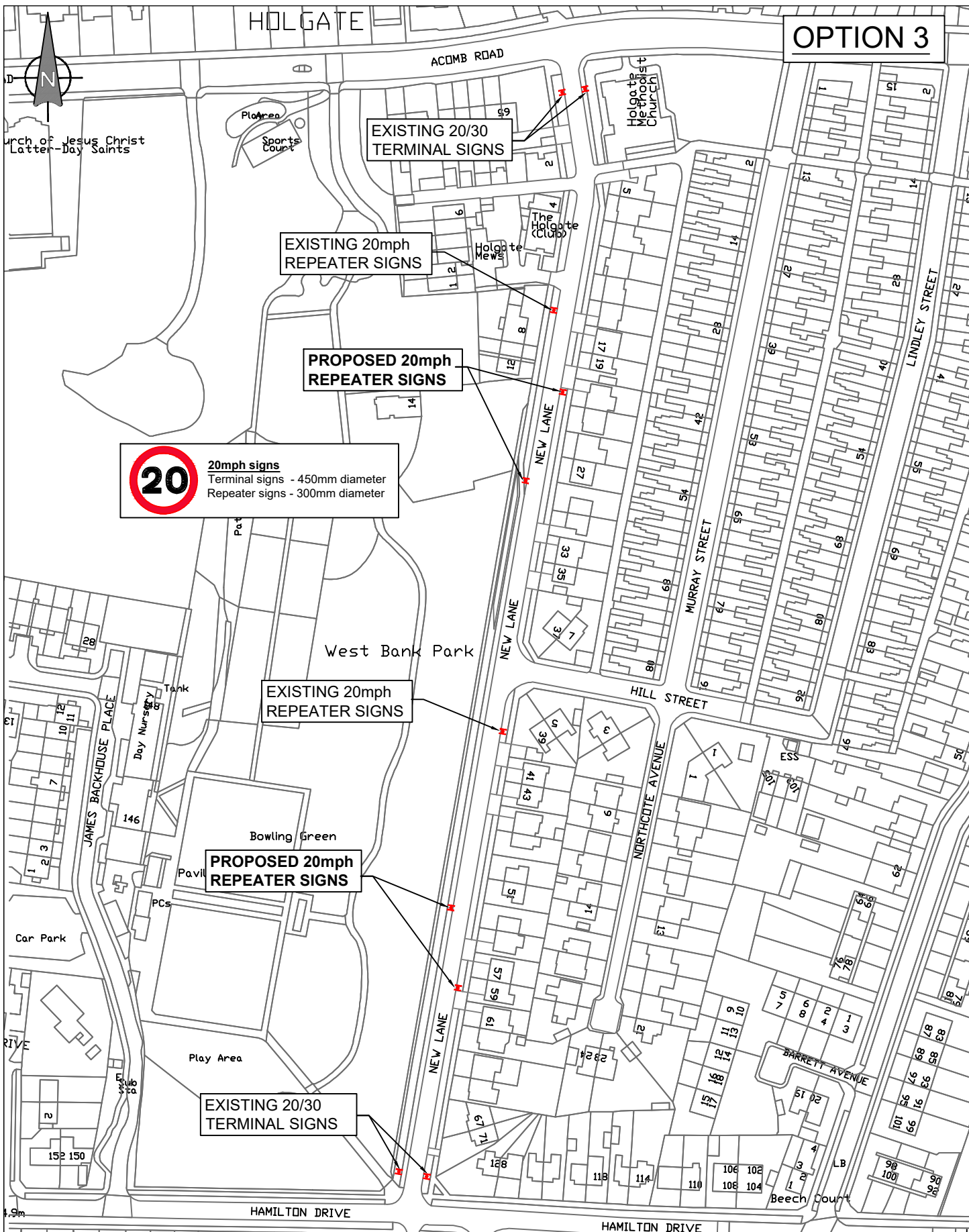


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NEW LANE, ACOMB  
 SPEED MANAGEMENT SCHEME  
 OPTION 2 - SPEED HUMPH SCHEME WITH  
 CROSSING POINT IMPROVEMENT

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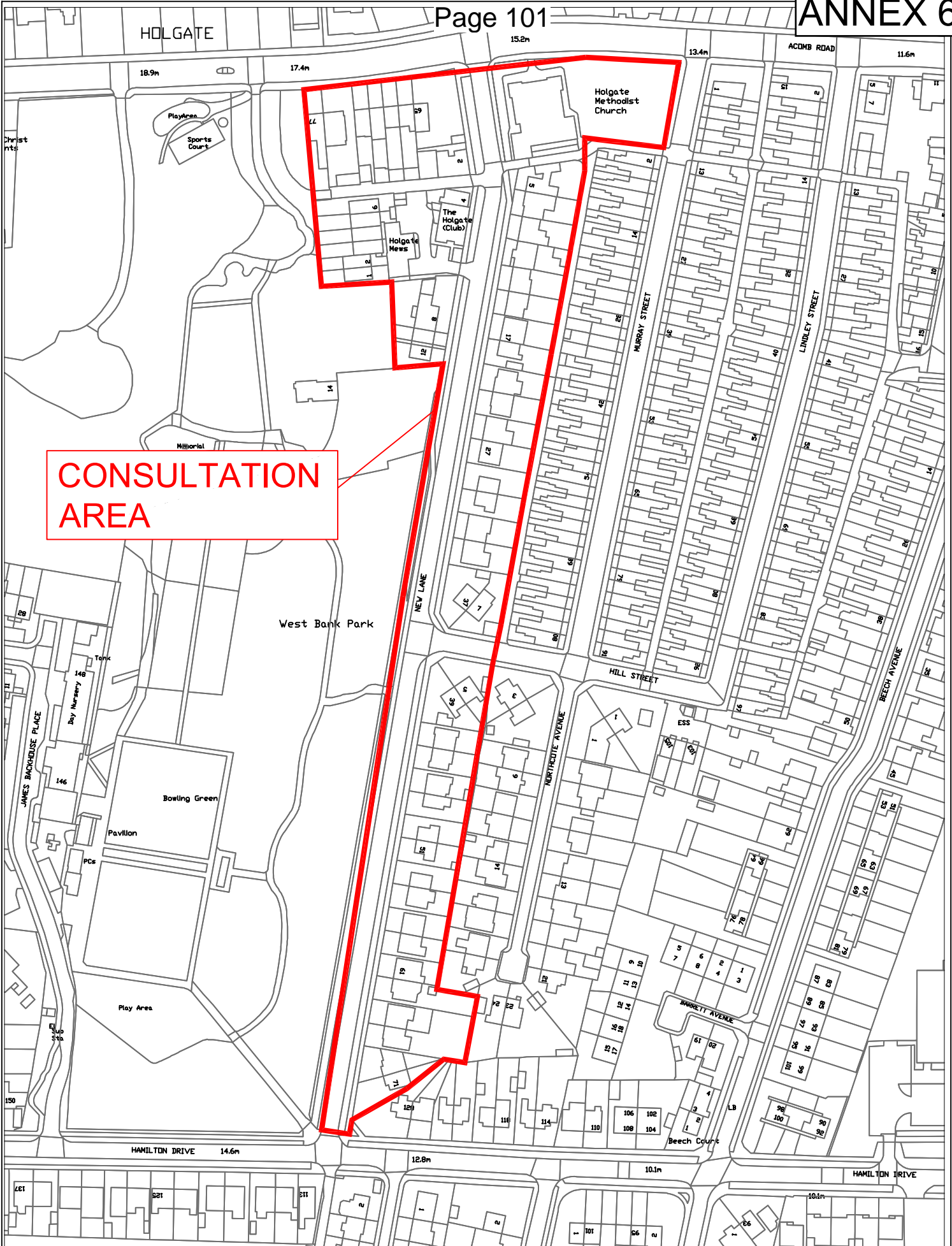


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**CONSULTATION  
AREA**

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

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Highways Asset Management		
<b>Name of the proposal :</b>	New Lane (Acomb) Speed Management Scheme		
<b>Lead officer:</b>	Mike Durkin / Ben Potter		
<b>Date assessment completed:</b>	03/05/2023		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Mike Durkin	Engineer (Highways Engineering Design)	CYC	Transport engineering and road safety
Ben Potter	Engineer (Highways Engineering Design)	CYC	Highways engineering and road safety

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	<p>Speed Management Schemes (SMS) are part of the Council's speed review process, carried out in partnership with North Yorkshire Police, which provides a framework for responding to complaints about traffic speed.</p> <p>The aim of this specific scheme is to review to operation of the existing 20mph speed restriction along New Lane in Acomb, develop and assess options for improving driver compliance, and implement a suitable solution.</p>
<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<p>Department for Transport Circular 01/2013 - SETTING LOCAL SPEED LIMITS</p> <p>Local Transport Note 1/07 - TRAFFIC CALMING</p>

<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p>CYC - as the Highway Authority responsible for road safety and setting speed limits.  Local Residents - can be affected both by traffic speeds and the measures introduced to control them.  Ward Councillors - they represent the local residents and can help get appropriate action taken.  North Yorkshire Police – the scheme is derived from a long-standing speed management partnership.</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	Reduction in the speed of vehicles to improve the area for local residents and other road users, particularly in terms of road safety, and to ensure greater compliance with the signed speed limit.

## Step 2 – Gathering the information and feedback

2.1	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
<b>Source of data/supporting evidence</b>	<b>Reason for using</b>	
Speed surveys	For substantiation of perceived speeding problems and assessing the need for improvements to reduce the speeding issues. Automatic measuring equipment was used to record speeds over a full week for both directions of travel at each of three survey sites along the street.	
On-site observations	The Designer, who is a very experienced Traffic Engineer, spent several hours on-site observing traffic conditions and gaining an appreciation of how the street operates.	
Designer's experience	The Designer considered a wide range of options for reducing vehicle speed, and from previous experience had a good understanding of how these could impact road users and other stakeholders.	
Consultation responses	<p>Local residents are the stakeholder group most effected by speed reduction measures so their opinions give us a good understanding of how the proposals will impact the local community.</p> <p>CYC Officers were also consulted giving a good range of opinions with regard the impact of the options presented. Additional issues on the street were also raised which were outside the scope of this scheme.</p>	
Petition	The receipt of a petition calling for action to reduce speeds helps us understand that there is support for measures on the street. However, it must be treated carefully and it is unclear where the signatures were gathered from.	

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>		
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>	
There are not considered any significant technical gaps in information or understanding. The speed surveys, backed up by on-site observation, produced very robust data and understanding of the current situation.			

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

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

<b>Age</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Disability</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Gender</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Gender Reassignment</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Marriage and civil partnership</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Pregnancy and maternity</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Race</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Religion and belief</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Sexual orientation</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Low income groups</b>	No Impacts	<b>0</b>	<b>L</b>
<b>Veterans, Armed Forces Community</b>	No Impacts	<b>0</b>	<b>L</b>

<b>Other</b>			
<b>Impact on human rights:</b>			
List any human rights impacted.	<b>None</b>	<b>0</b>	<b>L</b>

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

Indicate:

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

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



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

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

5.1	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
No actions considered necessary.	

## Step 6 – Recommendations and conclusions of the assessment

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

- **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.

<b>Option selected</b>	<b>Conclusions/justification</b>
<b>No major change to the proposal</b>	Consideration of all the evidence gathered as part of scheme has not highlighted any potential for unlawful discrimination or adverse impacts. If the proposed measures are introduced monitoring of the situation would be continued, and opportunity for further review if unforeseen issues become apparent.

**Step 7 – Summary of agreed actions resulting from the assessment**

<b>7.1</b>	<b>What action, by whom, will be undertaken as a result of the impact assessment.</b>		
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
N/A	N/A	N/A	N/A

**Step 8 - Monitor, review and improve**

	<p><b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?</p>
	<ul style="list-style-type: none"><li>• Customer feedback post-completion.</li><li>• Road safety audit review post-completion.</li><li>• Monitoring and review of accident records, if any.</li><li>• Follow up speed surveys.</li></ul> <p>The results of the above will provide a means of measuring the success of the scheme and identify if any further modifications may be required.</p>

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