
**Decision Session – Executive Member for
Transport and Planning**

13 September 2018

Report of the Assistant Director, Transport, Highways
and Environment

Micklegate – Changes to Traffic Regulation Order

Summary

1. To consider options for closing Micklegate Bar to Motor Vehicles.

Recommendations -

2. It is recommended that:
 - An experimental Traffic Regulation order (TRO) is introduced for a maximum of 18 months and that if variations during the experimental period are required the Assistant Director for Transport, Highways and Environment be given delegated authority to approve changes.

Reason: to determine the benefits of restricting motor vehicles in Micklegate, allowing the local community the opportunity to experience the changes before making representations and to enable any rapid variations to, including abandoning, the experiment.

3. It is recommended that:
 - Option 3 (see also Annex D) is approved as the initial starting point of the experimental TRO.

Reason: this option will have the least impact on the local community, is the least costly to implement and will have virtually no adverse impact on the historic street scene.

4. It is recommended that:
 - The consultation letter drop area be extended to the area shown on the plan in Annex A and temporary signs be put in place to advise drivers of the web address for information.

Reason: to encourage greater public participation in the consultation process for the experiment.

Background

5. A motion on the potential to close Micklegate Bar was debated at Full Council on 19 July. The objective identified was to reduce the impact of vehicular traffic on the historic bar. The Council resolved to:
 - To request Executive bring forward options for the closure of Micklegate Bar to outbound motorised vehicles at the earliest possible opportunity;
 - That in the short to medium term Executive gives consideration to full closure of the gateway to motorised vehicles.”
6. Interest has also been expressed by local businesses and Ward members on a number of occasions for measures to be taken to reduce through traffic along Micklegate. Specifically, the suggestions have been to prohibit outbound traffic at the Bar.
7. Although the Bar was closed for works last year with little adverse comment this could be due to acceptance for the need for a closure to allow the works to take place rather than support for a permanent closure.
8. Both outbound and full closures were in place during the works. The impact of the closure on traffic movements was monitored during the closure for the works.
9. There are currently approximately 4,300 trips through Micklegate Bar in a 12 hr period between 07:00 – 19:00. These are split roughly 60% : 40% inbound : outbound. Out of these 4,300 trips 25% of them are made by cyclists. As such, there are approximately 3,200 motor vehicle trips per 12 hour period through the bar.
10. The following motorised vehicle hourly traffic flows were observed in Micklegate under the current arrangement:

	Micklegate Bar Junction		Micklegate j/w George Hudson Street	
	AM	PM	AM	PM
Inbound to Micklegate	235	162	64	75
Outbound to Micklegate	81	127	136	142
Total	316	289	200	217

11. The surveys indicate that the level of motor vehicle traffic is relatively low on Micklegate.
12. It also suggests that significant levels of traffic use the Micklegate area as a “destination” given the drop traffic between Micklegate Bar and Micklegate / George Hudson Street under the current arrangement.

Full Closure

13. The following motorised vehicle hourly traffic flows were observed in Micklegate under the full closure arrangement

	Micklegate Bar Junction		Micklegate j/w George Hudson Street	
	AM	PM	AM	PM
Inbound to Micklegate	0	0	0	0
Outbound to Micklegate	0	0	29	43
Total	0	0	29	43

Inbound Only (Outbound Closure)

14. The following motorised vehicle hourly traffic flows were observed in Micklegate under the In Only arrangement

	Micklegate Bar Junction		Micklegate j/w George Hudson Street	
	AM	PM	AM	PM
Inbound to Micklegate	189	118	0	0
Outbound to Micklegate	0	0	115	105
Total	189	118	115	105

15. During both closure periods a road closure was in place for entering Micklegate at the junction of George Hudson Street / Micklegate. Hence why no inbound trips are seen on Micklegate in the figures at this junction.
16. Under both options traffic flows drop significantly on Micklegate. The outbound closure on Micklegate still results in a reduction of traffic down the hill towards Ouse Bridge by approx. 20% from the existing. This is likely due to drivers making “in” and “out” journeys by the same route.

17. Changes to traffic flow on the wider highway network are likely to occur due to the restrictions to motor vehicles at Micklegate Bar. Micklegate residents and business traffic will likely use alternative residential and minor roads to access the primary highway network once their option to use Micklegate Bar is restricted. However, these increases are likely to be small in size.
18. Inbound Only (Outbound Closure) – The impacts of the outbound closure of Micklegate Bar would see low levels of traffic redistributed onto alternative routes on the main highway network. Many of the redistributed trips will still use the Micklegate Bar junction but instead of coming from Micklegate will reroute using the Inner Ring Road. It is also likely that Bishopthorpe Road will see a small increase in trips as traffic uses Bishopthorpe Road itself, or Bishopthorpe Road / Scarcroft Road to travel round the city. Traffic is likely to reduce on Tower Street, Ouse Bridge and Blossom Street due to restrictions at Micklegate Bar.
19. It should be noted that significant work is planned on the Inner Ring Road at Queen Street over the next few years as part of the station frontage scheme. Changes to the traffic restrictions through Micklegate Bar could increase the traffic levels and potentially delays on the Inner Ring Road during the works.
20. Micklegate is an important cross town route for pedal cycles as it allows cyclists to avoid sections of the busy inner ring road, hence the options put forward allow for the continued use of Micklegate outbound by cyclists.
21. There are a number of ways to limit the use of the street outbound that will have varying impact on the local community. These are outlined in the options below. It is expected that there will be different views expressed from businesses, residents and residents of the wider local community who currently make use of Micklegate to access their properties in the streets off Micklegate. To enable residents and businesses to experience the options to better aid any representations that they may wish to make an Experimental Traffic Regulation Order (see consultation section below for more details) is consider appropriate.
22. It should be noted that although the volume of traffic exiting the city via Micklegate Bar can reasonably be expected to drop there is no scope to adjust the signal timings on the outbound lane due to it already being set at the minimum green time and this will continue to be needed to cater for cyclists. Hence there would be no increase in green time available to any of the other arms of the junction.

Consultation

23. The usual method of implementing a Traffic Regulation Order (TRO) is to advertise proposals for a period of three weeks to allow people opportunity to express their views on the proposals. If any objections are made they have to be considered and if overturned the TRO can then be implemented on a permanent basis.
24. A TRO can be introduced on an experimental basis for a maximum of 18 months. This method is typically used when there is a degree of uncertainty on the outcome of the proposal and the process allows for a rapid change to, or abandoning of, the proposals to try to overcome any difficulties experienced. By using this route, users of the street are able to fully experience the proposals and the effects it has on them that can then be used to better inform any representation they choose to make, either in favour of or against the measures. Before an Experimental TRO can be made permanent the scheme has to be in place for a minimum of 6 months unchanged and objections considered. Hence, no changes other than ending the experiment can be made after 12 months of operation.
25. Normally we would add to the consultation requirements of the TRO process by delivering letters to the properties immediately adjacent to the proposals. However in this case it is suggested that the letter drop be extended to cover the side streets (see Annex A). In addition temporary signs be put in place with a web page address to inform drivers of the experiment and how to make representation.

Options

26. Option 1 – introduce a plug No entry except for pedal cycles restriction at the George Hudson street junction. This would have the effect of removing through traffic from the Ouse Bridge direction but retain a two way flow within the street and Micklegate Bar. This has the benefit of requiring virtually no regulatory signing which reduces costs and the visual impact on the historic street scene. See plan in Annex B and indication of signing works required.
27. Option 2 – as above, but also install a prohibition at the Bar that allows cycles through to the traffic lights but forces motor vehicles to exit the area via Bar Lane/Toft Green or via Priory Street. See plan in Annex C and indication of signing works required.
28. Option 3 – introduce a plug No entry except for pedal cycles restriction at the Micklegate Bar only. This would permit access to Micklegate from the George Hudson street junction which would address concerns about

access raised by some residents and businesses during the closure for the works. See plan in Annex D.

29. Option 4 – take no action. This is not a recommended option.

Discussion

30. It is suggested that if approved to take forward as an Experimental TRO Option 3 should be the starting point.

31. Depending on how the Experimental TRO progresses there may be other options or variations that might be considered viable. If changes to the Experimental TRO are thought desirable these can be discussed between Officers and the Executive Member for Transport and an amendment made to the Experimental TRO and measures on street.

Council Plan

32. The above proposal contributes to the City Council's draft Council Plan of:

- A prosperous city for all,
- A council that listens to residents

Implications

33. This report has the following implications:

Financial – None at this stage.

Human Resources – None.

Equalities – None.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management – None

Contact Details**Authors:**

Alistair Briggs
Traffic Team Leader
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Approved: ✓**Date:** 27/7/2018**Specialist Implications Officer(s)**

None.

Wards Affected: Micklegate**All**

For further information please contact the author of the report.

Background Papers: None.**Annexes:**

Annex A Plan of extended consultation letter drop area

Annex B Plan showing Option 1 and photos of where signing works needed

Annex C Plan showing Option 2 and photos of where signing works needed

Annex D Plan showing Option 3 and photos of where signing works needed