



**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)
Date: Tuesday, 17 January 2023
Time: 10.00 am
Venue: The George Hudson Board Room - 1st Floor West Offices
(F045)

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 Democracy Services by **5:00 pm** on **Thursday 19 January 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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 13 January**.

1. Declarations of Interest

At this point in the meeting, Members are 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.

2. Minutes

(Pages 1 - 8)

To approve and sign the minutes of the meeting held on 13 December 2022.

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 are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is **5:00pm on Friday 13 January 2023.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

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

During coronavirus, we made some changes to how we ran council meetings, including facilitating remote participation by public speakers. See our updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4. **Acknowledgement of Petitions** (Pages 9 - 34)
The purpose of this paper is to acknowledge and address a number of petitions that have been submitted to Highways and Transport.
5. **Speed Limit Traffic Regulation Order Amendments** (Pages 35 - 86)
Consideration of representations received, in support of and objection to advertised proposals to amend speed limits.
6. **Directorate of Place 2022/23 Transport Capital Programme – Monitor 2** (Pages 87 - 108)
This report sets out progress to date on schemes in the 2022/23 Transport Capital Programme, and propose adjustments to scheme

allocations to align with the latest cost estimates and delivery projections.

7. Stadium Parking Impact – Huntington Area (Pages 109 - 144)
TRO Consultation

The report considers the representations received to the Consultation to introduce parking restrictions in the Huntington area due to obstructive parking that has been occurring on stadium match days. The Executive Member will be asked to make a decision on the implementation of the proposal.

8. Urgent Business

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

Democracy Officer:

Robert Flintoft

Contact details:

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

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

Ta informacja może być dostarczona w twoim (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

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	13 December 2022
Present	Councillors D'Agorne
Officers in Attendance	James Gilchrist - Director of Environment, Transport and Planning Dave Atkinson – Head of Highways and Transport Cathryn Moore – Corporate Business Partner (Legal) Peter Marsland - Traffic Projects Officer Christian Wood – Smart Transport Programme Manager Gary Frost - Major Transport Projects Manager

39. 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.

40. Minutes (10:02)

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 15 November 2022 be approved and signed by the Executive Member as a correct record, with the amendment to item 38. To include 'Officers reported maintenance was based on the predominant use of the road with the first part serving both residential and agricultural users with the second part of the lane being referred to as a 'green lane' and used mainly for agricultural vehicle access.'

41. Public Participation (10:04)

It was reported that there had been five registrations to speak at the meeting under the Council's Public Participation Scheme. However, two public participation were unable to attend.

Cllr Hook welcomed that some repair work had been undertaken on Butteracre Lane and the recommendation for a 20mph zone in Rufforth but noted a desire to see a buffering zone encouraging speed reduction leading up to the village.

John Henderson noted that he felt the Council was misrepresenting the position regarding Butteracre Lane's surface and that he had an outstanding FOI request and that two Section 56 notices had been submitted. He asked that the Executive Member reject option 1 in the report.

Nicholas Murray spoke as Vice Chair of Rufforth and Naburn Parish Council and welcomed the 20mph change in Rufforth and asked that the Parish be kept up to date with future considerations. He noted concerns in the area with speeding and asked that a buffering zone encouraging speed reduction leading up to the village.

42. Butteracre Lane Condition Report (10:14)

Officers introduced the report and noted that, following the items deferred from the last meeting, they had been able to consider the additional information provided. The role of proactive and reactive maintenance in keeping the highway to standard was explained. It was confirmed that the use of the term 'green lane' at the previous meeting to describe part of Buttacre Lane was only descriptive as there was not a legal definition of the term. Finally Officers confirmed that an FOI regarding previous officer involvement with the maintenance of the highway had been received and would be responded to within the statutory timescales.

The Executive Member confirmed he had visited the lane and could see the different sections and their use. He welcomed maintenance work that had been undertaken and acknowledged the Council's methodology for assessing where work would be carried out and agreed to the officer recommendation.

Officers also confirmed that standard wording had been included in the report in error, referencing that an Equalities Impact Assessment had been undertaken, however, this was not the case and was noted as such. The report correctly states that equalities are considered when working on any schemes within the Highway maintenance programme and as an overarching approach to Highway asset management.

Resolved:

- i. Approved Option 1, which is to continue as per the HSIM and HIAMP meaning that annual safety inspections will be carried out to identify immediate issues and repairs will be authorised in accordance with the current classification of the Carriageway, its use and the priority. In addition annual surveys from a proactive perspective will occur with specific asset needs prioritised against the entire network

Reason: This approach recognises that the Western Section has a different use and need to the remainder of the Carriageway. In particular, there is evidence that the Western Section is used by both non-agricultural and agricultural vehicles, whereas the remainder of the Carriageway appears to be used principally by agricultural vehicles. As a result, the condition and level of maintenance varies across the length of the Carriageway. This is likely to necessitate more interventions in regard to routine maintenance but is unlikely to escalate to a capital scheme when compared to other carriageway assets within CYC and in accordance with the HIAMP principles, noting that currently the prioritisation process does not bring any works at this location into the funded element of the programme. The HIAMP also includes the annual survey which is used to prioritise capital expenditure for all carriageway assets across the CYC area, noting that currently the prioritisation process does not bring any works at this location into the funded element of the programme. Finally, the implementation of this option would ensure compliance with the statutory duties of the Highways Authority.

43. TSAR Traffic Signal Refurbishment – Junction of Malton Road / New Lane (10:32)

Officers confirmed that the item had come forward due to the need to replace the life expired traffic signal equipment and outlined the options and cost of proposals to improve the junction. The Executive Member considered the options and agreed to support Option C which he noted had the support Ward Members. Option C would introduce an additional Toucan Crossing for pedestrians. The Executive Member recognised this option did not improve cycle provisions and noted that future work on New Lane could include improvements.

Resolved:

- i. Approved progression of the scheme to detailed design and construction, based on Option C 'Renewal of Traffic Signal Equipment with additional Toucan Crossing Introduction'.

Reason: In order to progress the design and construction of the TSAR scheme at Malton Road / New Lane.

44. Speed Limit Traffic Regulation Order Amendments (10:40)

The Executive Member considered the investigations carried out into requests for changes to several speed limits. He agreed for no implementations on Haxby Road, Foss Park Hospital, Hull Road, Black Bull to Tranby Avenue, and Burdyke Avenue.

The Executive Member also agreed to not implement on B1222 Naburn Church to Moreby Lodge but asked that officers continue to review and discuss with relevant parties the introduction of additional warning signs. B1224 Rufforth – North-Western approach was also agreed for no implementation be advertised but asked that officers keep this under review and discuss with relevant parties the introduction of countdown signs to the speed limit change.

The Executive Member considered and agreed to the recommendations for advertisement on Sutton Road, Wigginton Extend 40mph, A59 Upper Poppleton, Montague Road Estate, Bishopthorpe, Haxby Road (Clarence Gardens), and Wetherby Road Rufforth (Primary School) 20mph and extend the 20mph zone to include the streets Maythorpe, Laborum, View tree Close, and Middlewood Close. Finally the Executive Member also asked officers to advertise Bradley Lane. He noted the recommendation to not implement which officers noted was because enforcement rather than speed changes would likely address concerns, but noted that due to a fatality in 2019 he wished to follow the request from Ward Members.

Resolved:

- i. No change be implemented at the following sites (details shown on plans in Annex C):
 - Haxby Road, Foss Park Hospital (Origin - CYC/Foss Park Hospital; YSJU - 95 Alive Campaign);
 - Hull Road, Black Bull to Tranby Avenue (Origin - local resident);
 - Burdyke Avenue (Origin - Ward Councillor and a local resident);
 - B1222 Naburn Church to Moreby Lodge (Origin – Ward Councillor and a local business) but keep under review and discuss with relevant parties the introduction of additional warning signs;
 - B1224 Rufforth - North-Western approach (Origin - Ward Councillor) but keep under review and discuss with relevant parties the introduction of countdown signs to speed limit change.

Reason: Because the road environment is not consistent with a lower speed limit and there is little prospect of achieving a reduction in vehicle speeds.

- ii. Agreed to Advertise a revised speed limit for the following sites (details shown on plans in Annex C):
 - Sutton Road, Wigginton Extend 40mph (Origin - local residents/business);

- A59 Upper Poppleton Extend 40mph (Origin - Ward Councillor);
- Montague Road Estate, Bishopthorpe 20mph Zone (Origin - local resident);
- Haxby Road (Clarence Gardens) 20mph (Origin - local resident);
- Wetherby Road Rufforth (Primary School) 20mph (Origin - Parish and Ward Councillors) and extend the 20mph zone to include the streets Maythorpe, Laborum, View tree Close, and Middlewood Close;
- Bradley Lane, Rufforth (Origin – Ward Councillor).

Reason: Because the indications are these are appropriate speed limits due to the surrounding environment, to respond to residents' concerns and to reduce the risk of traffic incidents and injuries.

45. Active Travel Programme – Project Progress (11:23)

The Executive Member considered St Georges Field Crossing proposal and noted that the proposal should assist pedestrians crossing from St Georges Field Car Park. He acknowledged the minor impact on traffic that a new crossing could have and officers confirmed that crossing times at traffic lights were managed from the Council's control centre. The Executive Member also noted the desire for far side indicators and asked if countdown crossing indicators could be installed and officers confirmed this could be considered as part of a wider scheme.

The Executive Member also approved the proposed Skeldergate scheme noting it would be an improvement to the cycle route. He discussed the visibility of the buildouts in the road and it was confirmed visibility would be considered by the design team in the next phase.

Resolved:

- i. Approved Option 1 - Approve the proposed St Georges Field Crossing scheme and scheme

delivery arrangements described within this report and presented in Annex A of this document.

Reason: This option achieves the scheme objectives and is affordable within assigned budgets. Timing of the installation will be co-ordinated with the Castle Gateway development. Traffic is predicted to not be significantly impacted, and the single-stage element of the crossing makes transition from pedestrian crossing to ' Toucan' crossing achievable.

Resolved:

- ii. Approved Option 2 - Approve the proposed Skeldergate scheme and scheme delivery arrangements described within this report and presented in Annex E of this document.

Reason: This option achieves the core aim of the scheme, which is to *“improve safety, amenity and accessibility for cyclists on the route along Skeldergate, and to reduce and/or remove conflict at buildouts”* .

46. Permanent Traffic Regulation Order for One way traffic on Coppergate (with contraflow provision for cyclists) (11:42)

Officers outlined the proposal to make the temporary traffic regulation order (TTRO) previously introduced in 2020 for Coppergate permanent. It was noted that four in five responses to the Council's consultation had been in favour of a permanent order for Coppergate. The Executive Member welcomed the report and the responses to the advertisement, he agreed to make the temporary restrictions permanent and asked officers review the impact on York's bus network due to displacement.

Resolved:

- i. Approved the recommendation to make the temporary restrictions permanent.

Reason: To help reduce vehicle movements and minimise the

pedestrian and vehicle conflict in the street; and to improve levels of safety, whilst still allowing for two way cycle travel to continue.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 11.48 am].



Decision session

17th January 2023

Executive Member for Transport

Report of the Director of Environment, Transport and Planning

Acknowledgement of Petitions

Summary

1. The purpose of this paper is to acknowledge and address a number of petitions that have been submitted to Highways and Transport. A summary of the petitions can be found in **Annex A**.

Recommendations

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

- (i) **Improve the footway running to north side of Field Lane from its junction with Church Lane to Sussex Road so that it is wide enough for wheelchair and buggy users and for 2 people to pass without having to walk on the grass verge**

To note progress on this item in terms of hedge management and exploration of footway scheme.

- (ii) **Requesting permanent funding for the number 11 bus from Bishophorpe.**

Responded to at the November 2022 Executive meeting. No further action required.

- (iii) **Installation of a pedestrian crossing to allow safe crossing to all between Fairfield Croft and Fairfield Drive in Skelton.**

To note progress on this item. In terms of further review.

- (iv) Moor Lane and Princess Road in Strensall, seeking to have these roads fully resurfaced.**

To note progress on this item in terms of further inspection and review.

- (v) The council is asked to provide options for a Low Traffic Neighbourhood to reduce through traffic on residential streets in this area (Westminster Road, Greencliffe Drive and The Avenue) 7 on the waiting list, 2 or 3 LTN**

To note that this item will be added to the lists of interventions to be considered at an Executive Member Decision session in the later in the year.

- (vi) Action to tackle the problems of vehicles using St Benedict Road as a 'rat run'.**

To note that this item will be added to the lists of interventions to be considered at an Executive Member Decision session in the later in the year.

The application of parking permits (resident parking scheme) on Highcliffe Court

To note that this item will be added to the lists of interventions to be considered at an Executive Member Decision session in the later in the year.

Executive member for Transport to agree a scheme for closure to through traffic for the old village, Huntington

To note that this item will be added to the lists of interventions to be considered at an Executive Member Decision session in the later in the year.

Reason:

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

Background

3. A number of petitions have been submitted to the Council within the scope of the portfolio of the Executive Member of Transport. A summary of each petition is shown in **Annex A**. In some cases there is ongoing or related work and this is referred to in the report.
4. One of the petitions is a request related to maintenance of the Highway. The prioritisation of Highway Maintenance is subject to an annual condition survey and along with other factors provide a ranking for each street in terms of intervention. The highest ranked streets are then prioritised for the limited funding available for Highway maintenance. It is possible that maintenance hasn't been undertaken on a particular street because it does not rank high enough. There is a risk that initial analysis of the petition leads to the same conclusion that the street is not high enough priority for an intervention, however, in each case there will be a commitment to discuss further with Ward councillors.
5. Requests for resident parking have increased in the last 2-3 years. 14 requests have been taken to a conclusion and 3 further areas awaiting to be implemented in the coming months. This increase in demand has resulted in an increase in the waiting list for investigating new requests. Each request will be investigated in the order the request was made, except in unusual circumstances or where 2 or more requests are adjacent to one another and can be taken forward as one.
6. In addition, depending on circumstances at the time, the extent of the consultation area may be extended beyond the area the petition came from. However, if this is done we would still respect the majority view of residents in the extended area before recommending to take a scheme forward or not for those residents.
7. More recently petitions have been received in areas where Low Traffic Neighbourhoods ("LTN") have been requested. Streets are often described as "rat runs". These cases will be managed by the same resource managing resident parking cases.
8. A report will be brought to the Executive Member Decision Session in February 2023 outlining the resident parking schemes are outstanding (to date as a result of this report, there are 7) and the outstanding requests for measures relating to LTNs or where a street/streets have been identified as a "rat run" (to date there are 4). The Executive Member will be asked to

prioritise the schemes in totality and these will then be given indicative dates for progression.

9. The Petitions in this report are as follows (a summary is provided in **Annex A**):

(i) Improve the footway running to north side of Field Lane from its junction with Church Lane to Sussex Road so that it is wide enough for wheelchair and buggy users and for 2 people to pass without having to walk on the grass verge

10. There are 68 signatures on this petition. A site plan can be found in **Annex B**. Work is ongoing around the management of the hedge in this area with the land owner. The hedge was trimmed in December and a schedule of maintenance is being sought from the landowner. A scheme will be explored to make improvements to the footway in any event.

(ii) Requesting permanent funding for the number 11 bus from Bishopthorpe.

11. There are 1,235 signatures on this petition. Discussions between officers and First York have established that service 11 is not currently under threat of cancellation, however a slightly reduced service frequency is likely to be required from early 2023 in order to improve reliability during the ongoing driver shortage.

12. This was reported in the November Executive Bus Network review report. No further action will be taken in response to this petition.

(iii) Installation of a pedestrian crossing to allow safe crossing to all between Fairfield Croft and Fairfield Drive in Skelton.

13. There are 118 signatures on this petition. A plan of the location can be found in **Annex C**. The installation of a toucan crossing was considered during the original discussions with the developer but it was not conditioned. Discussions are being had with the Ward Councillor around progressing some work in this area.

(iv) Moor Lane and Princess Road in Strensall, seeking to have these roads fully resurfaced.

14. There are 114 signatures on this petition. A plan of the location can be found in **Annex D**.

15. There are schemes proposed both these streets but as they have not been identified for urgent works as they are not near to any 'trigger' sites such as schools or doctors they only score a 4 so have not been prioritised for work this year. A scheme may be possible in the 2024/25 programme. Additional inspection will be undertaken in these locations.

16. Further discussion will be had with Ward councillors to identify any further evidence for consideration in prioritisation and whether a scheme can be achieved through Ward funding.

(v) The council is asked to provide options for a Low Traffic Neighbourhood to reduce through traffic on residential streets in this area (Westminster Road, Greycliffe Drive and The Avenue) 7 on the waiting list, 2 or 3 LTN

17. There are 33 signatures on this petition. A plan of the location can be found in **Annex E**. It is proposed to manage this as described above as an LTN scheme and added to the list for consideration. The list will be prioritised at the Executive Member for Transport decision session later in the year.

(vi) Action to tackle the problems of vehicles using St Benedict Road as a 'rat run'.

18. There are 49 signatures on this petition. A plan of the location can be found in **Annex F**. It is proposed to manage this as described above as an LTN scheme and added to the list for consideration. The list will be prioritised at the Executive Member for Transport decision session later in the year.

(vii) The application of parking permits (resident parking scheme) on Highcliffe Court

19. There are 25 responses within the petition requesting that the street becomes a residents parking zone. **Annex G** is a plan showing the location and existing residents parking zones. We currently have 6 areas on the waiting list (including this area) and this will be number 7 on the list. The list will be prioritised at the Executive Member for Transport decision session later in the year.

(viii) Executive member for Transport to agree a scheme for closure to through traffic for the old village, Huntington

20. There are 69 signatures on this petition. A plan of the location is included in **Annex H**. It is proposed to manage this as described above as an LTN scheme and added to the list for consideration. The list will be prioritised at the Executive Member for Transport decision session later in the year.

21. A recent accident has occurred at the northern end of Old Village. Work is ongoing to identify any short term measures that can be implemented to mitigate any issues that are identified. This will run in advance of the exploration of any closure scheme. Residents have proposed options including a closure immediately to the south of Church Lane and speed cushions to slow traffic entering and exiting the corner at the location of the accident. These will be considered when the work is progressed.

Council Plan

22. This report is supportive of the following priorities in the Council Plan which focuses on key outcomes that include:

- Good health and wellbeing
- Getting around sustainably and
- A greener and cleaner City of York Council safe communities and culture for all.

Implications

Financial

23. There are no direct financial implications resulting from the report recommendations. Any financial impact of each petition outcome will be considered as part of future reports.

Human Resources (HR)

24. There are no implications around the decisions in this report.

Legal

25. There are no direct legal implications resulting from the report recommendations. Any legal impact of each petition outcome will be considered as part of future reports.

Equalities

26. 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. Equalities Impact assessments will be carried out where work is taken forward on schemes as a result of this paper.

Crime and Disorder

27. There are no implications around the decisions in this report.

Information Technology (IT)

28. There are no implications around the decisions in this report.

Property

29. There are no implications around the decisions in this report.

Other

30. There are no other implications identified.

Risk Management

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

Contact Details

Author:

Dave Atkinson
Head of Highways and
Transport,
Highways and Transport

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Planning and
Environment

**Report
Approved**



Date 06/01/2023

Specialist Implications Officer(s) List information for all

Financial Implications
Jayne Close
Principal Accountant

Legal Implications
Cathryn Moore
Corporate Business Partner (Legal)

Wards Affected: All wards

All

For further information please contact the author of the report

Background Papers: N/A

Abbreviations:

DfT – Department for Transport
LTN – Low Traffic Neighbourhood

Annexes

Annex A: Petitions summary
Annex B: Field Lane
Annex D: Moor Lane, Princess Road
Annex E: Westminster Road, Greencliffe drive, The Avenue
Annex F: St. Benedict Road
Annex G: Highcliffe Court
Annex H: Old Village, Huntington

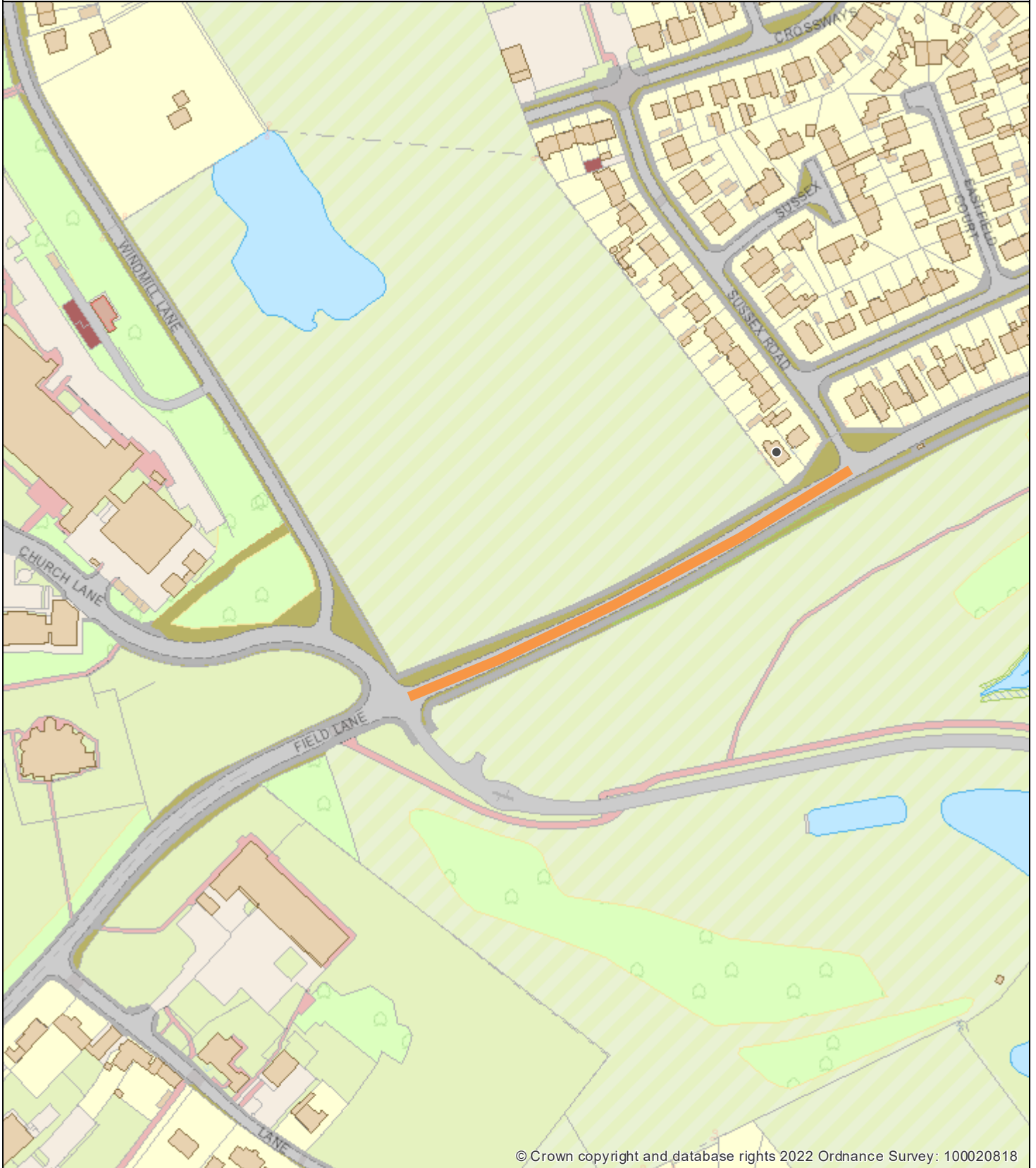
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Annex A: Petitions summary

	Petition type	No of Signatures
(i) Improve the footway running to north side of Field Lane from its junction with Church Lane to Sussex Road so that it is wide enough for wheelchair and buggy users and for 2 people to pass without having to walk on the grass verge	Petition presented by Andrews Mortimer on the 4 th August 2022	68
(ii) Requesting permanent funding for the number 11 bus from Bishopthorpe.	Petition presented by Carole Green on behalf of residents of Bishopthorpe and along the route of the number 11 bus to the Executive on the 6 th October 2022.	1,235
(iii) Installation of a pedestrian crossing to allow safe crossing to all between Fairfields Croft and Fairfields Drive, Skelton.	Petition presented by Cllr Hook on behalf of the residents of Skelton on the 20 th October 2022	118
(iv) Moor Lane and Princess Road in Strensall, seeking to have these roads fully resurfaced.	Petition presented by Cllr Fisher on behalf of residents of Moor Lane and Princess Road on the 20 th October 2022	114

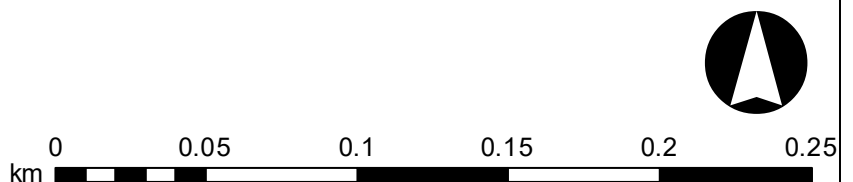
<p>(v) The council is asked to provide options for a Low Traffic Neighbourhood to reduce through traffic on residential streets in this area (Westminster Road, Greencliffe Drive and The Avenue)</p>	<p>Petition presented by Cllr Myers on behalf of residents of Westminster Road, Greencliffe Drive and The Avenue on the 15th December 2022.</p>	<p>33</p>
<p>(vi) Action to tackle the problems of vehicles using St Benedict Road as a 'rat run'.</p>	<p>Petition presented by Cllr Baker on behalf of residents of the Bishopthorpe Road area on the 15th December 2022.</p>	<p>49</p>
<p>(vii) The application of parking permits (resident parking scheme) on Highcliffe Court</p>	<p>Petition presented by Megan Briggs and Peter Martin on behalf of residents of Highcliffe Court on the 18th October 2022</p>	<p>25</p>
<p>(viii) Executive member for Transport to agree a scheme for closure to through traffic for the old village, Huntington</p>	<p>Petition presented by Cllr Cullwick on behalf of residents of Old Village, Huntington in October 2022.</p>	<p>69</p>

Annex B: Field lane



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Date: 03 Jan 2023
Author: City of York Council
Scale: 1:2,500



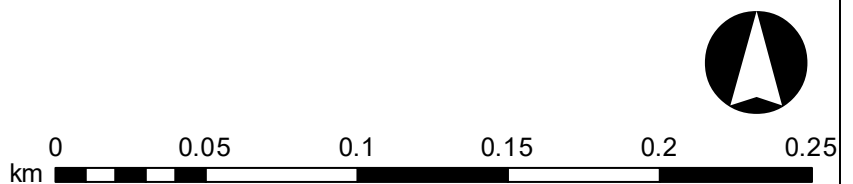
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Annex C Fairfields Drive



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Date: 05 Jan 2023
Author: City of York Council
Scale: 1:2,500

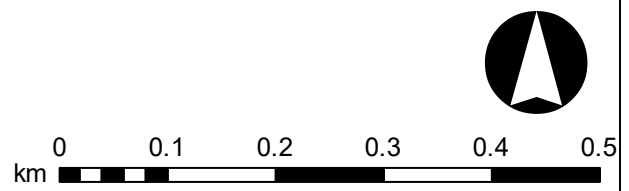


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Annex D: Princess Road/Moor lane

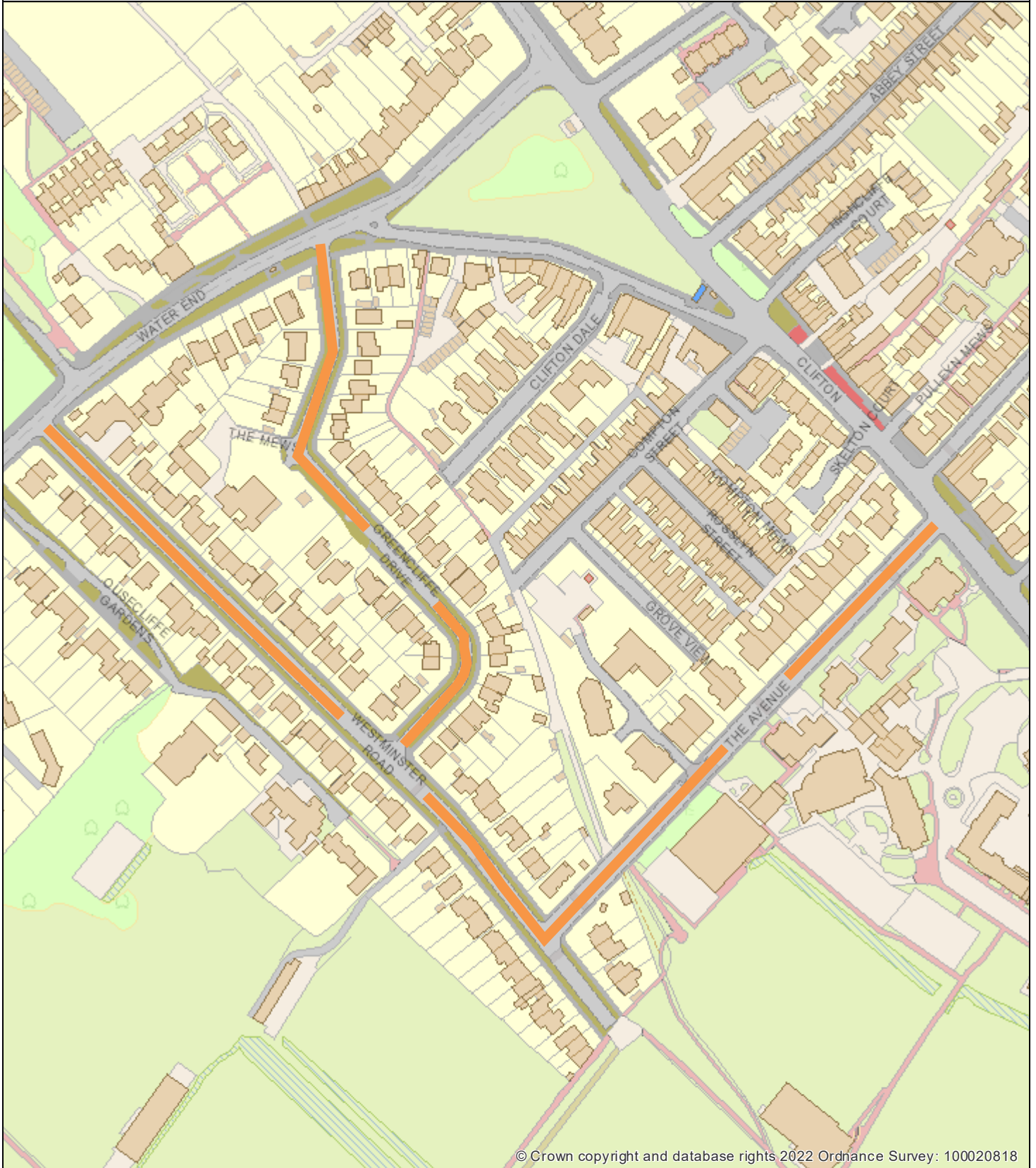


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Annex E: Westminster road

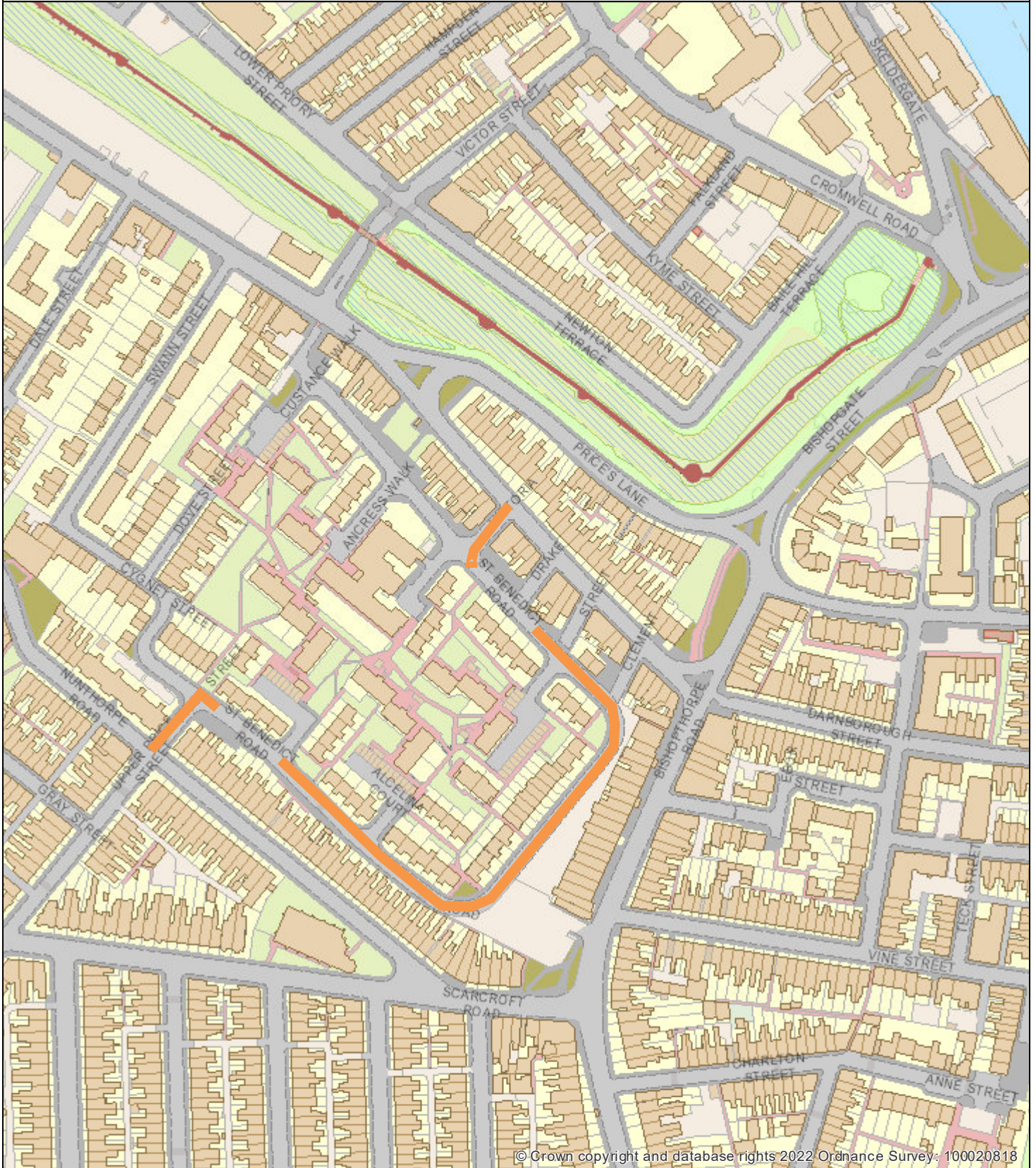


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Author: City of York Council
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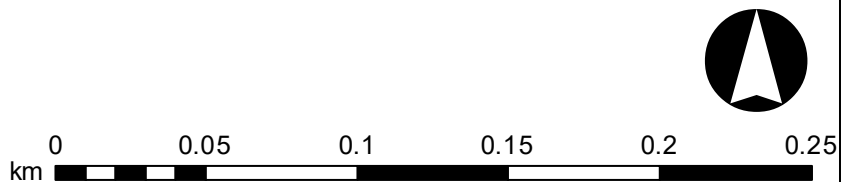
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Annex F: St Benedict Road



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Date: 03 Jan 2023
Author: City of York Council
Scale: 1:2,500



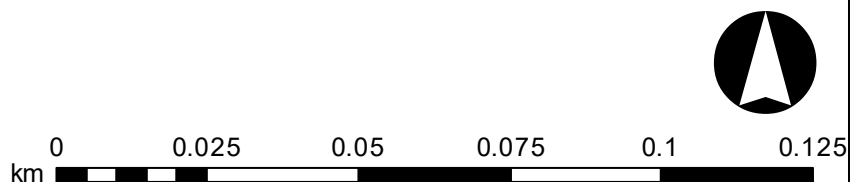
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Annex G: Highcliffe Court



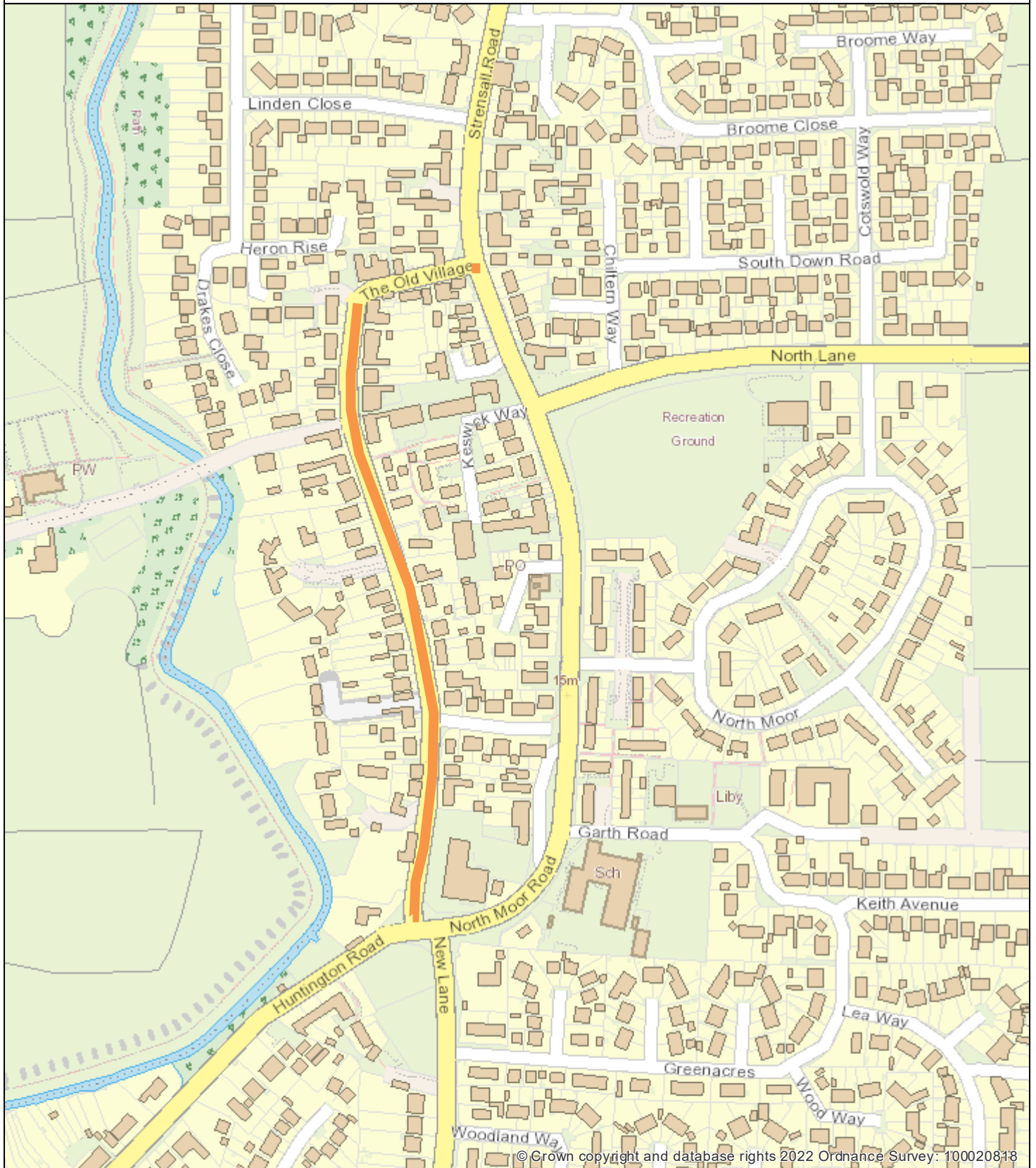
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Annex H: Old Village, Huntington



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Date: 09 Jan 2023
Author: City of York Council
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17 January 2023

Decision Session Executive Member for Transport

Report to the Corporate Director of Economy and Place Directorate

Consideration of Representations received in response to advertised proposals for speed limit amendments

Summary

1. Consideration of representations received, in support of and objection to advertised proposals to amend speed limits.

Recommendations

2. It is recommended that the Executive Member consider the original proposals together with representations received and the recommendations made, and make a decision from the available options which are:
3. Implement a revised speed limit as advertised for the following sites (details shown on plans in Annex C):
 - The Hollies, Stockton on the Forest 20mph
 - A1079, Dunnington 40mph
 - Northfield Lane, Poppleton 30mph
 - North Lane, Huntington 30mph
 - Wheldrake Lane, Elvington 30mph
 - Sim Balk Lane, Bishopthorpe 40mph
 - Askham Bryan site 1 30mph
 - Askham Bryan site 2 40mph and 30mph
 - Wheldrake Lane, Elvington 30mph
 - Naburn 30mph
 - The Revival Estate 20mph
 - Towthorpe 30mph
 - Shipton Road 30mph

Reason: Because the indications are these are appropriate speed limits due to the surrounding environment.

Background

4. **Annex A** outlines where there have been requests for changes to the existing speed limit.
5. The Department for Transport (“**DfT**”) circular 01/2013 “*Setting Local Speed Limits*” has been used to assist in investigating the initial requests. It is important to bear in mind that merely posting a lower speed limit does not result in a reduction in vehicle speeds. This is because drivers drive at a speed they consider appropriate to the prevailing conditions and road environment. This is reflected in the DfT key point reproduced below:

“Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than target speed.”

Posting a speed limit (without other engineering measures) well below the current prevailing speeds is therefore very likely to result in an unmet expectation in the eyes of those requesting the reduction and a failure of the authority to implement a successful scheme. In addition, because the enforcement of speed limits can only be carried out by the police there would likely be additional calls/demands on their limited resources to catch and take enforcement action against drivers not complying with the lower limit. Enforcement is unlikely to be considered a high priority when allocating resources. Hence the highway authority has a responsibility to ensure the speed limits introduced do not depend on regular enforcement for ongoing compliance.

6. There are 3 national speed limits:
 - 30mph on roads with streetlights
 - 60mph on single carriageway roads
 - 70mph on dual carriageways

However, these are not always appropriate for all roads and it is down to the local traffic authority to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit. The general advice on what speed limit to use for urban and rural roads is set out in Tables 1 and 2 in **Annex B**. It should also be noted that where a speed limit varies from a national speed limit there is a strict requirement for the appropriate signs to be displayed at the correct intervals as otherwise enforcement cannot be carried out.

7. For each location information is provided (see **Annex C**) on the current vehicle speed limits, a brief description of the local environment, a view on if a lower speed limit is viable and likely cost.

Options for Consideration

8. **Option 1** –Take no further action on an item. This is put forward where it is considered the road environment is such that it is very unlikely to achieve any real change in driver behaviour by posting a lower limit.
9. **Option 2** – Confirm the change in the speed limit as outlined in Annex C. This is recommended where it is considered there is a reasonable prospect of achieving a reduction in vehicle speeds.
10. The proposals and representations received, together with officer recommendations are detailed by location (see Annex C).
11. Ward Councillors have received this information and, in some cases, have commented on the proposal(s) and officer recommendations. Any comments received have been included within the Annex for that proposal.

Consultation

12. The consultation was undertaken on 30th September 2022, a copy of the Notice of Proposal (Annex D), a covering letter and plan showing the proposal was post to all affected properties. The advertised proposals for amendment of the speed limits were also advertised in the local press and notices put up on the roads affected.
13. All emergency services, haulier associations, Parish Councils and Ward Councillors received details on advertised proposals.

Analysis

14. Officer comments and analysis are included on the individual Proposals in Annex C.

Council Plan

15. The proposals and recommendations contribute to the Council's draft Council Plan of:

- Getting around sustainably
- Good health and well being

- Safe communities

Implications

Financial - The recommended changes put forward, estimated at £8k, can be funded through the annual budget set aside for new signs and lines.

Human Resources (HR) – None.

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).

The Authority recognises that certain groups of people will benefit from a reduction in a speed limit through the improvements in safety that lower speeds provide. Those groups include those who may be considered vulnerable by virtue of age (e.g. young or old non-drivers), those with young children walking/cycling to school, shops or leisure activities, those with physical or mindful disabilities, and those whose social position is such they have never driven or travelled in a private or other motor vehicle, or infrequently do so. It is also to be hoped that lower speed limits will reduce highway anxiety and encourage all residents and visitors of all backgrounds to be more confident and active in using our roads, cycleways and footpaths. Such outcomes contribute to the Council's draft Council Plan mentioned in paragraph 15 above.

This rationale is determined against the following groups:

- Age – Positive, the reduction in vehicle speeds will reduce the risk of accidents owing to reduced capacity of older or young road users.
- Disability – Positive, the reduction in vehicle speeds will reduce the risk of accidents owing to reduced capacity for those road users with physical or mindful disabilities;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
- Carer - Neutral;

- Low income groups – Positive, the reduction in vehicle speeds will reduce the risk of accidents owing to a lack of experience for those who never or infrequently travel in a motor vehicle;
- Veterans, Armed Forces Community– Neutral.

Legal –

The proposals would require an amendment to the York Speed Limit Order 2014. The provisions of the Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 would apply.

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days.

Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, which are reported within this report, for consideration.

The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

Any public works contracts required at each of the sites as a result of a change to the speed limit (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.

Crime and Disorder - None

Information Technology (IT) - None

Property - None

Other - None

Risk Management

14 In compliance with the Council's risk management strategy there is a low risk associated with the recommendations in this report.

Contact Details

Authors:

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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport

Date

approved:
17/01/2023

Specialist Implications Officer(s): None.

Financial:

Name: Jayne Close
Title: Accountant
Tel No: 01904 554175

Legal:

Name: Gerard Allen
Title: Senior Solicitor
Tel No: 01904 552004

Specialist Implications Officer(s)

None.

Wards Affected: Heworth without, Strensall, Derwent, **All**
Rural West York, Huntington & New Earswick,
Heslington, Dringhouses & Woodthorpe, Clifton, Skelton,
Rawcliffe & Clifton without, Wheldrake

For further information please contact the author of the report.

Background Papers: None.

Annexes:

- | | |
|---------|---|
| Annex A | Requests for Changes to the Speed Limit |
| Annex B | Speed Limit Descriptions - Tables 1 and 2 |
| Annex C | Site Information, consultations responses, and recommendations. |
| Annex D | Notice of Proposal |

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Annex A

Requests for Changes to the Speed Limit

Location	Existing speed limit
The Hollies, Stockton on the Forest	30mph built up area
A1079 Dunnington	60mph
Northfield Lane Upper Poppleton	60mph rural road
North Lane Huntington	60mph rural road
Sim Balk Lane	60mph rural road
Askham Bryan, A1237 Askham lane roundabout to village	60mph rural road
Askham Bryan, A1237 Copmanthorpe roundabout to village	60mph rural road
Naburn	60mph rural road
The Revival Estate, Dringhouses	30mph
Towthorpe	60mph rural road

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Annex B

Speed Limit Descriptions

Table 1 Speed limits in urban areas – summary

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

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

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

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Annex C

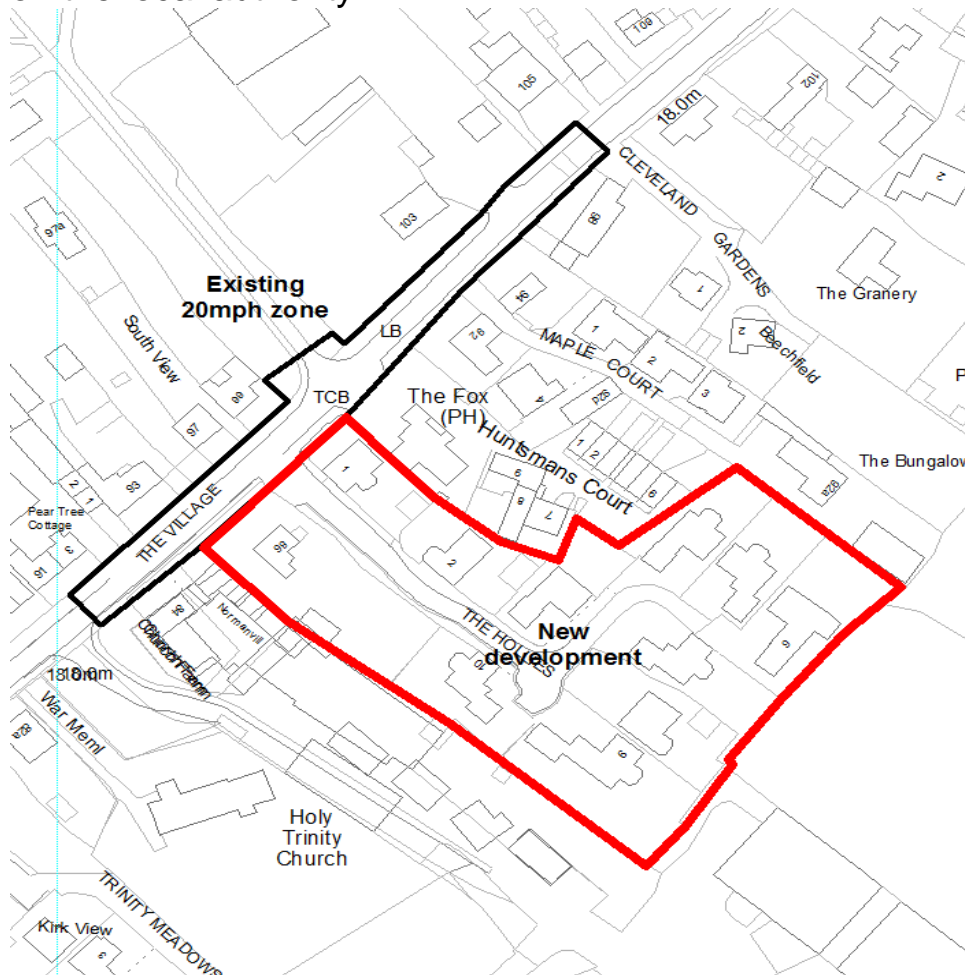
Details of Proposals

Location: The Hollies, Stockton on the Forest

85th %ile speed: no data

Background information

A new short cul-de-sac development (boundary in red) off an existing 20mph zone (black boundary) outside a school. The road has also recently become adopted highway. The length of new road does not lend itself to speeds over 20mph. If not included in the 20mph zone there would be requirement to install 30mph signs heading into the new estate which would most likely be viewed as ridiculous and reflect poorly on the local authority.



Details of responses from consultation 01 to 21/10/2022:

Responses in favour – 1; against – 0.

Supportive of the extension of the 20mph speed limit to The Hollies which obviously avoids a ridiculous situation where the Hollies has a

higher limit than the adjoining section of The Village -- however your proposal mentions "introduction of the respective speed limit with associated signage" - can you give more details on this signage and its location in the street? (Has been provided).

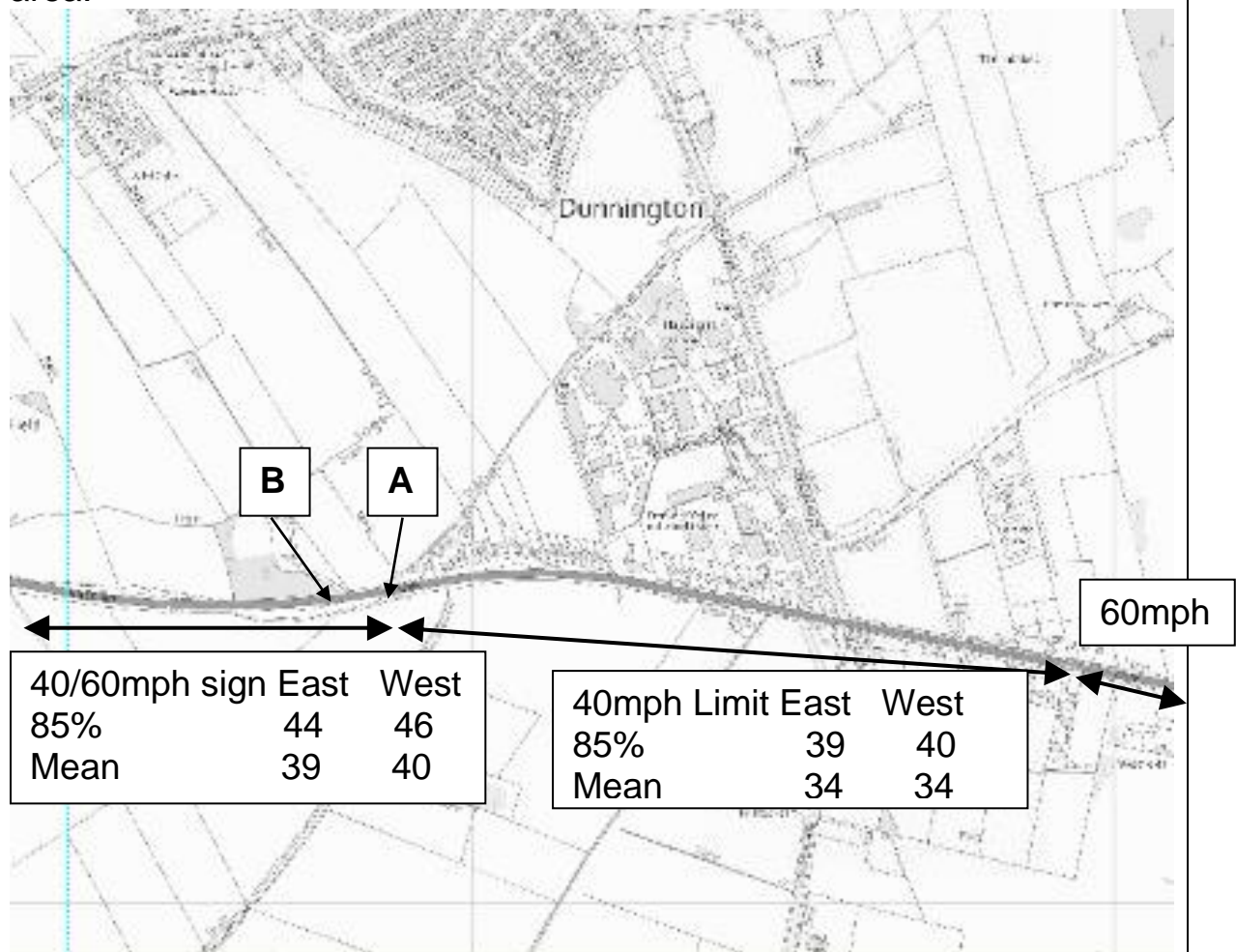
Officer Comments: Implement as advertised: An appropriate approach in the circumstances.

Location: A1079 Dunnington

85th %ile speed: As below.

Background information

This is part of the primary road network York and Hull route. The existing speed limit is 60mph and this reduces to 40mph as it passes the built-up area of Dunnington that fronts on to the road. The request is for the 40mph to be extended further towards York in order that more drivers will be travelling at that speed when they reach the partially built-up area.



Details of responses from consultation 01 to 21/10/2022:

Responses in favour – 0; against – 4.

I wish to object to the proposed speed limit reduction on the A1079. A reduction to 40mph on this short section of Highway is not what was requested by Dunnington PC or Kexby PC. Requests have been made for a continuous 40mph speed limit along the full length of the CYC section of the A1079 in effect linking the existing 40mph zones at Dunnington with those at Kexby. Those requests have been made not only with regard to road safety but to give drivers a clear and unambiguous speed limit without confusing changes along a relatively short section of road. To have a number of different speed limits, if enforced by NYP, seems to create just the conditions for catching drivers out to increase the chances of fines being issued whereas a continuous speed limit removes these anomalies and leaves no excuses should drivers be caught during enforcement. The current proposal by CYC should be scrapped and the continuous 40mph speed limit as requested by Dunnington PC and Kexby and Scoreby PC progressed to implementation.

I wish to register an objection to the proposal to increase the 40mph zone on the A1079. It is claimed that this proposal is due to “safety concerns”. Who has raised the concerns is not made clear, nor is there any indication of events occurring which might give rise to any concerns. Having resided on the A1079 for 36 years, I do not consider that any further restriction would be appropriate, and in fact could create further problems for residents on the road. If the 40mph limit is extended, this would tend to create even more of a “convoy” effect of the movement of traffic along the A1079. This might then encourage motorists seeking to exit residences on the road to try and exit into unsuitable spaces in the line of traffic, resulting in accidents. It is very rare indeed for there to be any incident along the section of road concerned (based on 36 years experience). I would urge the Director of Place to review the proposal again, and hopefully to conclude that the proposal is not appropriate for this location.

The Parish Council requests that the City of York Council progress with reducing the speed limit from 60 mph to 40 mph along the two sections of the A1079 from the Scrap Box layby (point A) to Thornbeck (point B) and the village boundary of Dunnington (point C) to the village boundary of Kexby (point D). (See the attached map)
This will mean that the whole length of the A1079 from the Grimston Bar

roundabout to the village boundary at the east side of Kexby (Long Lane) will be a continuous 40 mph speed limit.

This will improve road safety along this whole length of the A1079 by removing speed limit anomalies, and confusion, on what is a very busy arterial route to and from the A64 and York. It will benefit those residential properties, farms and other businesses along this length allowing an easier and safer means of access to and from their properties which will also benefit the road users from a safety point of view as well.

This request will also complement our request to reduce the speed limit from 60 mph to 40 mph on York Road leading from the A1079 to the village boundary of Dunnington.

It will mean that all traffic entering and leaving the A1079, passing through the Parish, and going to and from the village, via York Road and Common Road, will be doing so in a consistent manner on roads all with the same 40 mph speed limit.

The request to reduce the speed limit from 60 mph to 40 mph on the section of the A1079 between the village boundary of Dunnington and the village boundary of Kexby, which is partly in our Parish and partly in Kexby and Scoreby Parish, also supports a similar request from Kexby and Scoreby Parish in respect of this particular section of the A1079.

It will also assist in monitoring and managing the traffic in a much more efficient way.

Kexby & Scoreby Parish Council fully support the below objection submitted by Dunnington Parish Council. Our joint request has always been for a continuous 40mph speed limit from Kexby to Grimston Bar.

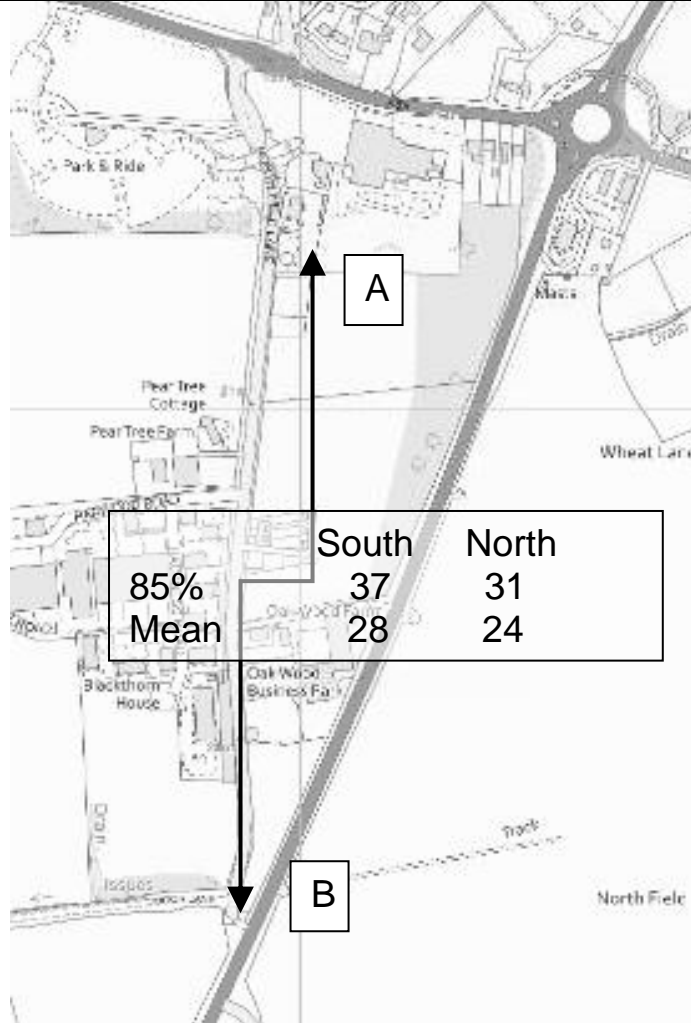
Officer Comments: Implement as advertised: The representations made concern a wider extent of speed limit reduction, which can be kept under review but should not affect the implementation of this section.

Location: Northfield Lane Upper Poppleton

85th %ile speed: As below.

Background information

Whilst the general character of the road sits with the definition of an unrestricted rural road (60mph) this is a dead-end route that only accesses a few properties and two business parks. The section of road adjacent to the Park and Ride site and garden centre currently has a posted speed limit of 40mph.



Details of responses from consultation 01 to 21/10/2022:

Responses in favour – 1; against – none.

You might have seen the press release which shows how pleased I am with the possible introduction of a 30mph limit in Northfield Lane (which I have been requesting for a long time).

Officer Comments: Implement as advertised. The Implementation will help encourage safe use of the recently introduced cycle and walking path.

Location: North Lane, Huntington

85th %ile speed: As below.

Background information

This is a rural road with few properties or accesses along the bulk of its length. The small built-up section is too short for effective enforcement action to be carried out (it normally needs to be in excess of 400m long). However as there is a junction with the A64 at one end and a bend in the road close to the other end of the built-up section there is a case for posting a 30mph speed limit that the physical features of the road layout and the adjacent properties should encourage a degree of driver compliance rather than them choosing to excessively increase their speed after turning off the A64.



Details of responses from consultation 01 to 21/10/2022:

Responses in favour – 2; against – none.

Many thanks for the letter explaining the proposed introduction of the speed limit. I welcome this new speed limit as cars do speed down this road on a regular basis. However, my questions that I would like responding to are:

- how is this going to be managed as no-one takes notice of the 40mph limit at the top end currently - in fact the sign is completely hidden by overgrown bushes and has been for several years!!!

- there is currently a 7.5T limit on the road - however lorries, wagons and coaches use this route daily. As a resident is it very concerning when your house is shuddering due to the inappropriate traffic down the road. I have lived there for 4 years and have never once seen this being policed/ managed. How do you intend to support the local residents with enforcing this restriction?

Thank you for the notice regarding the 30mph speed limit proposal on North Lane which I support completely. Living on the bend we have had accidents and near misses with drivers coming round too fast and this will make the lane safer for all.

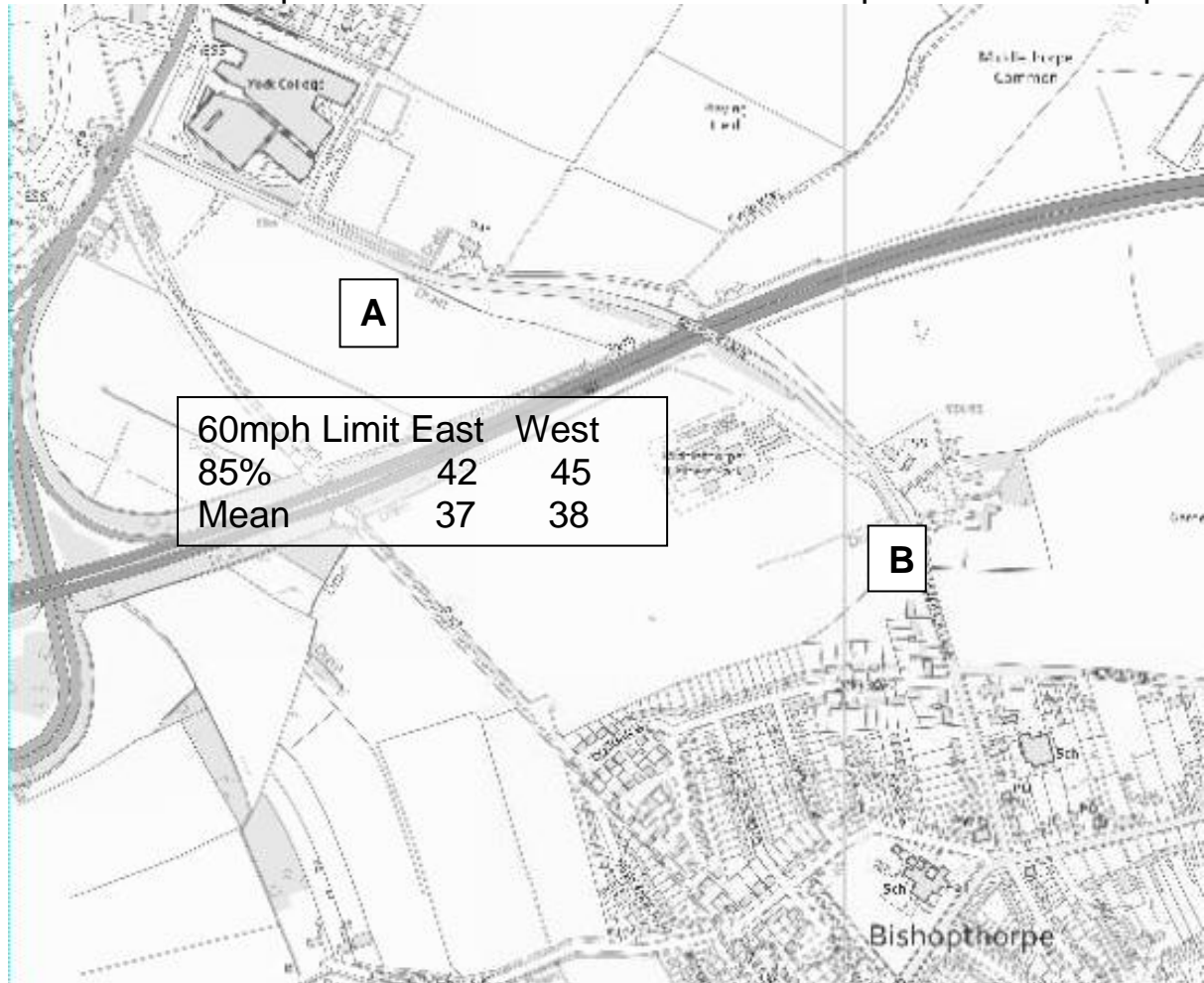
Officer Comments: Implement as advertised. The responses indicate the level of impact for local residents and implementation will make this a safer location for their access onto and from North Lane.

Location: Sim Balk Lane

85th %ile speed: As below.

Background information

Approximately 750m long. Lightly built up over much of its length from the existing 30mph position at either end. Whilst the character of the road does fit the general description for an unrestricted rural road it is quite a short length and there are 3 accesses used by students and cyclists accessing the York to Selby cycle route. Given the short length it is reasonable to assume there is potential for a reduction in vehicle speeds of a few mph.



Details of responses from consultation 01 to 21/10/2022:


Responses in favour – 1; against - none.

Thank you for your letter of 30 September 2022 regarding the proposed introduction of a 40mph speed limit on Sim Balk Lane. I am writing to say how delighted we are at this proposal.

Cars, lorries and buses race up and down the bridge on Sim Balk Lane over the A64. The drive to our house, as well as to Middlethorpe Business Park, is at the bottom of the bridge. I am always anxious when I have to stop to

turn right into the drive. There is also the issue of the enormous lorries that thunder up and down the road, day and night, as they use Sim Balk Lane to pass through the village on their way to their base on Acaster Airfield. It would feel much safer to have a speed restriction for the sake of everyone's safety.

Officer Comments: Implement as advertised. As the speed data bears out, and that of my experience when driving this road, 40mph is an achievable objective for traffic and compliments the 30mph at either end of this stretch more appropriately.

<p>Location: Askham Bryan – 2 sites</p>	<p>85th %ile speed: No data.</p>
<p>Background information</p> 	<p>Site 1 – Approximately 1km long. The character of the road is rural between the existing 30mph speed limit and the A1237. The length of road and existing speed surveys indicate there is no real prospect of reduced vehicle speeds being achieved. However the start of the village 30mph speed limit is very close to the built up area and this could be extended by 100m which may lead to better compliance at the start of the built up area.</p> <p>Site 2 - Partially street lit around the collage area hence this length should be signed as a 30mph or be in the TRO as unrestricted but it isn't and is therefore incorrect. The remaining short length of road heading into the village is rural in character. Taking these factors and the existing speeds recorded into account it is reasonable to assume there is scope for a reduction in vehicle speeds of a few mph if a 40pmh is introduced from the roundabout to the 30mph and extend the 30mph by 50m from the existing start point near a playground entrance.</p>
<p>Details of responses from consultation 01 to 21/10/2022: Responses in favour – 6; against – 2.</p> <p>May I ask what national speed limit the highways says does apply along this section of road at present? 60mph because it is a clearway or</p>	

30mph because of the street lighting along this section? The last traffic survey listed it as 30mph! I ask why the highways department want to raise the speed limit to 40MPH along this section and their reasons for doing so? I object most strongly to this increase. This section has heavy daily pedestrian usage from the bus stop near the roundabout to the College entrance by students of the college and villagers going to the bus stop. If this increase goes ahead the highways department are increasing dangers along this section of road and not reducing them.

I support your proposed speed limits into and out of the village however, my own view is that it would be appropriate and sufficient to also impose a 40 mph limit along Askham Bryan Lane.

I am also pleased that you propose introducing 30mph buffers around Askham Bryan village, especially the one leading out of the village on Askham Fields Lane. The previous chair of Askham Bryan Parish Council asked me to get additional 30mph signs on Askham Fields Lane to stop vehicles accelerating to 60 as soon as they saw the sign and when they were well within the village proper, especially since the sign is very near to the access to the playground. Extending the 30mph speed should stop this happening – I hope!

You will have received some complaints about your proposal from a few Askham Bryan residents, especially some who live in Askham Fields Lane within the college boundary, wanting the limit beside the college to be 30mph. This is because, at the recent public inquiry into the permanent closure of the footpath blocked by the zoo in Askham Bryan College, Alison Newbould said that it was perfectly safe to redirect pedestrians onto the footpath alongside the highway because the speed limit was 30mph as demonstrated by the streetlights. The residents and I disputed her assertions, but she was adamant that she was correct.

Your proposed speed reduction proves that we were correct, but residents would prefer the speed alongside Askham Bryan College to be reduced to 30mph because that is what we were told and because pedestrians are often forced into the highway due to cars being parked on the footpath. I presume that the inspector made his decision to close the footpath through the college on the basis that the speed was 30mph, believing CYC officers over residents.

I am in receipt of your note regarding the proposed changes to the speed limit along Askham Fields Lane~ First of all let me say I welcome your proposals and thank you for finally doing something about the speed which traffic enters and leaves the village~ I have campaigned to the Council for some time about this as I live in the first~ or last~ house on Askham Fields Lane depending on whether you are coming into the village from the College roundabout or leaving it~ and I can tell you the speed many vehicles pass my house is dangerously well above the current speed limit~ they basically ignore the speed limit signs~ For example ~and I have informed the Council of this~ I followed a tractor pulling a fully loaded 13 tonne trailer passed my house ~and the 30mph sign~~ entering the village at over 40 mph~ If a child had run out of the play park opposite my house that tractor could not have stopped~ And when we did the village speed check the local school bus was also clocked at 42mph in the 30 mph speed zone~

And so my question is~ what will be done to monitor the speed of the traffic~ I still firmly believe a ramp adjacent to the 30 mph sign and one near the junction to Main Street would solve the problem~ However if this will not be implemented~ then illuminated speed signs showing the speed of vehicles would help~ I fear that if just ordinary 40 & 30 mph signs are put up they will be ignored just as they are now.

I am writing to you regarding proposals for speed Limits on Askham Fields Lane as indicated on the attached which we discussed at our Parish Council meeting last night.

The total distance from the roundabout to Askham Bryan Main Street is 0.7 miles and the proposals would leave three different speed limits along this stretch (30mph, then 40mph and then back to 30mph).

We feel that this leads to confusion about the correct speed limit and drivers would struggle to comply due to the uncertainty caused.

We favour a simpler approach, i.e. 40mph from the roundabout, past the turning for Askham Richard dropping to 30mph as you reach our Recreational Area. There are no residential properties prior to the village and don't see the need for the 30mph restriction on the earlier stretch, we do not support a 30mph restriction past the college.

We request repeater signs at frequent intervals to ensure motorists are clear about the speed limit as they make their journeys.

Having revisited the attached document, we wish to clarify that we support the proposals as stated in paragraph 13 thus creating two speed limits on Askham Fields Lane, 30mph from the southern kerb line of

Main Street along Askham Fields Lane to a point 320m south of this point and 40mph thereafter to the roundabout.

Further to our email below, at our meeting last month, we wish to restate our position that we do not support a 30mph speed restriction by the college and feel that a 40mph restriction as far as the village is not only more appropriate, but also less confusing than multiple speed restrictions.

Thank you for the communication regarding the above. Both residents and the Parish Council have worked long and hard to extend any current speed restriction for years so that this comes as a very welcome proposal.

Any extension of the current 30mph will I hope be an improvement and we would welcome any measures to actually enforce the speed restriction. I also see that it is a proposal to restrict the speed to 40 mph from the roundabout at the A64/1237 junction, has consideration been taken that this runs directly past the Agricultural College (an education establishment) many of which have 20 mph restrictions. Also between the 40 mph and 30 mph will the speed limit remain at 60 (national speed limit)?

I understand that Council is considering introducing a 40 miles per hour speed limit on Askham Fields Lane, Askham Bryan, between the roundabout controlled junction with the A64/A1237 and a point 320 metres south from the projected southern kerb line of Main Street, which according to the Notice, if that Order is made, will revoke the existing statutory speed limit for that stretch of road.

Please take this letter as a formal objection to that Order being made on the part of the College, for the following reasons.

The College's understanding is that the road from the roundabout controlled junction with the A64/A1237 to a point just past the entrance to the College is in fact subject to a 30 miles per hour speed limit. This is confirmed by the presence of street lighting and lack of speed signage along that stretch of road (Rule 124 of the Highway Code). This was also confirmed to be the case at a recent Public Inquiry (Planning Inspectorate ROW3275982), to which the Council was a party, as the Order making Authority.

Paras 2.1 - 2.4 of the Highway Safety Assessment prepared for that Inquiry states:

2.1 Askham Bryan College is a specialist land-based college located on the west side of York as shown in Figure A1 Appendix A. It is bounded

to the east by Askham Fields Lane, to the north by York Road and to the south by the A64(T). To the east there are a range of fields in agricultural use.

2.2 The college provides courses in agriculture, horticulture, and other rural topics to around 5,000 students, both full time and part time. The campus is quite large and includes working farms, a wide range of buildings and car parks as shown at Figure A2 Appendix A.

2.3 The main access for staff, students, visitors and deliveries is from Askham Fields Lane. There is also a vehicular access to York Road to the Horticulture/ Arboricultural/Floristry area and from Askham Fields Lane to the Equine Centre.

2.4 There are 14 private homes on a road, also called Askham Fields Lane, which is served from the main college access.

Paras 2.8 - 2.11 of the Highway Safety Assessment prepared for that Inquiry also states:

Askham Fields Lane

2.8 Askham Fields Lane has a north-south alignment and connects Askham Bryan, a small village, with the A64(T) and the A1237 northern bypass to York. Askham Fields Lane has a carriageway is 5.9m in width in the vicinity of the college. There is a 2.2m wide footway, Image 2.1 refers, on the west (college) side of the road between the A64(T)/A1237 roundabout and the junction with the main collage access; on the east side there is a grass verge. North of the college access there is a grass verge of between 1.1m and 1.3m on the west side and a 1.2m to 1.3m wide footway is on the east side all the way to the village.

2.9 Some 30m south and 45m north of the main college access there are bus stops comprising a pole and flag sign with timetable information. The stops are served by buses between Tadcaster, Easingwold and York.

2.10 Askham Fields Lane has a system of street lighting between the main collage access and the A64(T)/A1237 roundabout junction. North of the college access Askham Fields Lane has no street lighting.

2.11 In the vicinity of the college access no speed limit signs were in evidence, however 30mph signs are present at the southern entrance to Askham Bryan village, with the National Speed limit indicated on the reverse. The street lighting between the college and the A1237/A64(T) roundabout under Sc81 of the Road Traffic Regulation Act of 1984 means that this section is a restricted road and automatically subject to a 30mph speed limit, unless changed by a traffic regulation order and indicated by signs. It may be that there is an order establishing a speed limit for this section of Askham Fields Lane and the signs are missing. [my emphasis]

As you will no doubt be aware, it has been statistically proven that higher

driving speeds lead to higher collision speeds and thus to more severe injuries in the event of an accident.

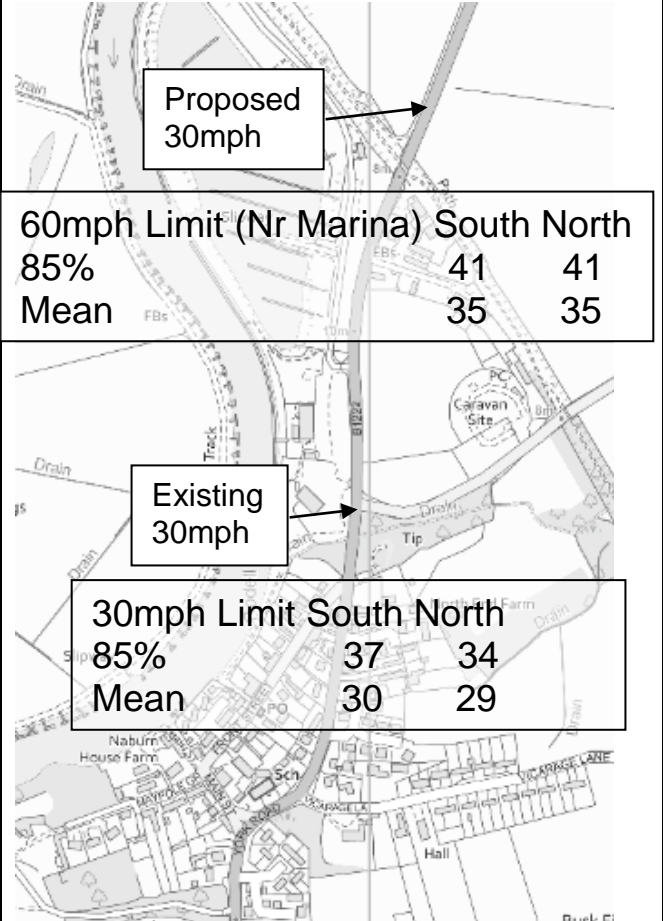
For the safety of our students and staff who work at the College and who commute using the bus and who walk along that stretch of road, I feel that that stretch of road should in fact continue to be subject to a 30 miles per hour speed limit and not a 40 miles per hour speed limit, as proposed.

The local Parish Council and local residents who live off Askham Fields Lane also support a 30 miles per hour speed limit for that stretch of road and I understand that they will be writing to you independently to confirm this.

Please can you acknowledge receipt of this letter and that the College's objection has been noted.

Speeding continues to have a profound impact on this part of the village. From the boundary of my property I am able to view the entire length of the existing 30mph section of Askham Fields Lane and can verify that it attracts both a high volume of through journeys and a significant number drivers who totally disregard the speed limit when entering and egressing the village. I do hope that the scheme, which I trust will include appropriately sited 30mph and 40mph repeater signs, will help in moderating the speed of some drivers.

Officer Comments: Implement as recommended at Site 1 which will provide a 'buffer' area prior to the built-up area allowing a greater prospect of traffic reducing speed prior to reaching it. Implement the extension of the 30mph from the Village as advertised at Site 2 as this will allow traffic to sufficiently reduce speed prior to the area by the playpark and residences. Implement a lesser restriction of 40mph to the beginning of the Street Lighting and correctly sign the 30mph from that location to the A64/A1237. As stated by some objectors, there is street lighting which would indicate a Statutory 30mph speed limit, but it appears that this has not previously been signed correctly.

<p>Location: Naburn</p>	<p>85th %ile speeds: As below.</p>																		
<p>Background information</p>  <table border="1" data-bbox="193 595 858 745"> <tr> <td>60mph Limit (Nr Marina) South North</td> <td></td> <td></td> </tr> <tr> <td>85%</td> <td>41</td> <td>41</td> </tr> <tr> <td>Mean</td> <td>35</td> <td>35</td> </tr> </table> <table border="1" data-bbox="193 981 858 1131"> <tr> <td>30mph Limit South North</td> <td></td> <td></td> </tr> <tr> <td>85%</td> <td>37</td> <td>34</td> </tr> <tr> <td>Mean</td> <td>30</td> <td>29</td> </tr> </table>	60mph Limit (Nr Marina) South North			85%	41	41	Mean	35	35	30mph Limit South North			85%	37	34	Mean	30	29	<p>The presence of the entry and exit to the York to Selby cycle /footway immediately to the north of the old railway bridge, which is on the very edge of the village, along with the marina makes it reasonable to assume that drivers will observe a reason for a lower limit and will adjust their speed downwards.</p>
60mph Limit (Nr Marina) South North																			
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<p>Details of responses from consultation 01 to 21/10/2022: Responses in favour – 1; against – none.</p> <p>Naburn Parish Council very strongly supports this scheme and thanks you for getting it through.</p> <p>Officer Comments: Implement as advertised. There is no footpath in the area of recommendation meaning users leaving the York/Selby foot/cycle way have to use the road. The dip under the bridge is a feature that generally results in traffic slowing at this location and implementation will help protect those in residence and those visiting the marina whether on foot or in vehicles.</p>																			

Location: The Revival Estate

85th %ile speed: No data

Background information

This is a modern estate designed to encourage low vehicle speeds. There is no through route, hence most traffic will either be local residents, visitors/deliveries to the properties or regular users choosing to park here for the college. Whilst it is unlikely that posting a lower speed limit will influence the actual speed of the regular road users in the estate, the area is similar to the many other purely residential 20mph zones around the city.



Details of responses from consultation 01 to 21/10/2022:

Responses in favour – 2; against - 2.

This is good news.

I have lived at 1, Teachers Close on the Estate since June 2021 living previously in Osbaldwick on Bedale Avenue - this latter area had a 20 mph speed limit implemented (except initially Tranby Avenue). My observation from Osbaldwick is simply that it made no difference to those in a hurry since there was no enforcement apparent. The Revival Estate is slightly different in that the roads are shorter and certainly feel narrower which is probably due to the amount of on road parking - during the day partly by college students and in the evening / night by residents returning from work. The level of parking is such that it almost forces drivers to go slowly - I regard this as a benefit of the parking!

Over the last week I have tried to monitor the speed of our car when I or my wife have been driving and because of the parking it is difficult to see how anyone driving sensibly could exceed 20 mph - let alone get to 30 mph. I have no objection to the replacement of the 30 mph signs with 20mph signs at the sole entrance to the estate but would hate to see more signage within the estate. I do not believe it would have any effect on actual speeds. Unless there is rigorous enforcement it would not deter the odd idiot who thinks he can drive as fast as he likes in an area with mostly families and many children.

Introducing a 20mph limit in the Reviavl Estate area is neither wanted nor needed. Having been a resident here for over 12 years - bascially since the Estate was built - we have had no serious speeding accidents - that I am aware of and no serious speeding. The streets are basically too small for any driver to get chance to get up to the legal 30mph speed limit comfortably on any of them. We also have a massive speed hump on the entrance to the estate which slows most traffic down anyway. In the current economic climate it seems pointless for the Council or Highways commitee to waste money on such a project when they cannot even maintain the speed humps that we have - which is in dire need of re-marking. Extra signage would not be in keeping with the general aspect of the estate which is very pleasant and easy on the eye to walk through - and the cost of maintaining the signage is also another unnecessary expense. The cost of policing the area for speed breakers would also be needed and that would be more expense out of the City budget. If you cannot afford to police the limited zones then there is no point in having them. I have spoken to several residents in the area - most of whom did not know this was happening - and every single person I spoke to said it is a bad idea and we don't need it. I hope this 'objection' is fully raised and that the project is cancelled all together.

With reference to your letter dated 30 September (received 10 October, I strongly reject to this proposal on a number of grounds, including misuse of resources when the council is challenged by economic pressures. I am also disappointed that you are directing residents to support the proposal, when you offer no evidence that will support using council funds on this proposal.

1. There is no evidence that this residential has a need for these

restrictions. To my knowledge, there have been no incidents of any injury or damage relating to speed.

2. Your letter suggests that signage will 'encourage' drivers to adopt an appropriate speed, but does not provide any examples where this approach has been successful

3. There is lack of evidence, or collaborated reports, of speeding or reckless driving on this estate.

4. There is no evidence that the introduction of 20mph limit on a residential road would reduce the risk and severity of injuries as a result of collisions between vehicles and vulnerable road users

5. As a residential area, with not through access, drivers are already restricted to low speeds and this measure is not required.

6. Speed restrictions are more effective and better targeted to busier roads, where there is a danger to pedestrians and benefits to the environment.

Officer Comments: Implement as advertised. Appreciating the less than positive nature of some of the above comments a 20mph zone is most appropriate for this estate and by those comments is readily achievable. Signage can be 'tailored' appropriately so as not to be overly intrusive but legally and practically compliant.

Location: Towthorpe

85th %ile speed: No data

Background information

The area has seen an increase in properties over the years, due to conversion of barns in to properties, giving the area a more residential feel and increase the number of vehicles along the length of road.



Details of responses from consultation 01 to 21/10/2022:

Responses in favour - 3; against - none.

I received a letter detailed the proposed 30mph limit on Towthorpe road. As a family with two children under school age, we heartily welcome this proposal. I would also like to suggest a pedestrian crossing be installed on Strensall Road by the junction of Towthorpe Road, as traffic on Strensall road gets very busy and it is extremely difficult to cross the road from Towthorpe with two small children, so makes it impossible to get the bus or feel connected with Strensall.

Your lovely project Manager has posted a letter through my door , I also

spoke to him . I completley agree with your proposal to reduce the speed on Towthorpe Road .

Myself , partner and three children live at Thorngarth , Y032 9SP.

Everyday my children have to cross this road to get to school and they are literally taking thier lives in thier own hands . I have to physically help them cross . We live right on a blind bend and the cars come up the road at such a speed that they would not stand a chance . The same applies when I come out of our drive . Since moving her in March we have had 12 near misses and counting .

I am more than happy to take video footage of what we're experiencing on a daily basis . No care is considered at all for the residents that live here . My eldest son bikes on this road everyday and it is no exaggeration that I panic for him everytime he goes out .

I am honestly praying for the new proposal to come into action . It will be a much welcomed change .

As the older people on this road move on , families are buying these properties . Something has to change.

I would like to comment on the Speed Limit Amendment (no14/14) Order 2022 regarding the lowering of the speed limit to 30mph along a section of Towthorpe Road (C92).

1. I support the proposal on the grounds of road safety and amenity.
2. I request that the review should extend further along the length of Towthorpe Road as far as the boundary with Haxby. The proposed amendment leaves this section of Towthorpe Road as derestricted (60mph) and I request that this is also reduced, to either 30mph or 40mph. My own observations indicate that the 85th percentile speed of this section of Towthorpe Road is around 40mph. The rationale for this request is that:

A) the road currently has safety issues for all road users due to the narrow, unlit and tortuous nature of its' alignment

B) the road is an important link between Strensall and Haxby for vulnerable road users (cyclists, pedestrians and equestrians) and the nature of the road and restricted speed limit make using this road uncomfortable and hazardous for such users.

C) Towthorpe Road has already experienced increased access activity due to changes of activities of land uses along its' length and will do so into the future especially if the Haxby Station proposal is implemented.

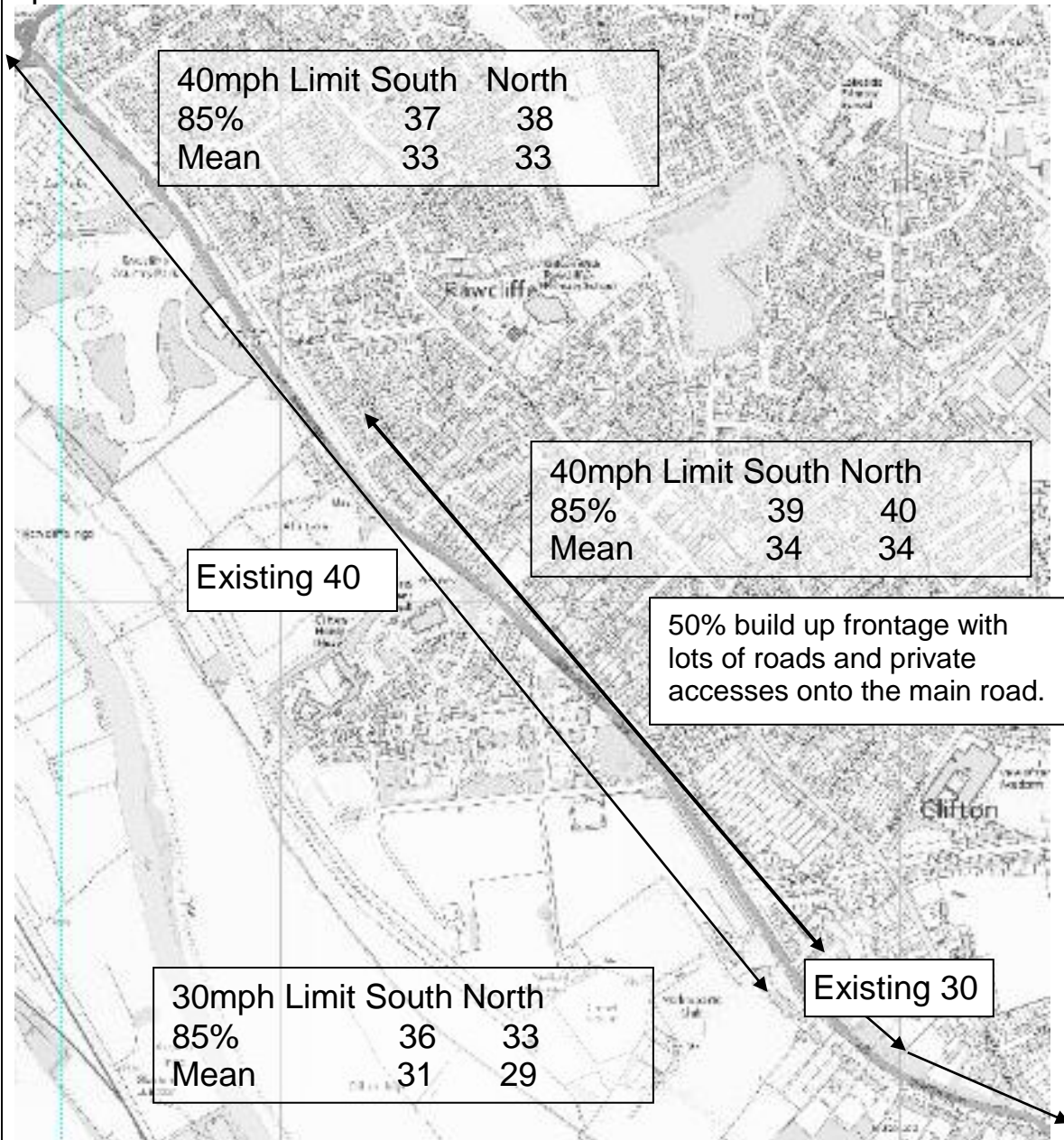
Officer Comments: Implement as advertised. This short section of village road has seen increasing use as mentioned above, and by its nature of road layout and residences/population along it is deserving of a

reduced speed limit which is likely to be observed and complied with.

Location: A19 Shipton Road, Rawcliffe	85th %ile speeds: As below.
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Background information

There is a case when considering the guidelines for either a 30 or 40mph (existing) speed limit along a length of road that is 50% built up fronting on to and with many accesses on to the main road. By starting the speed limit where there is a noticeable change in the character of the road a driver should see and respond to the need for a reduction in their speed.



Details of responses from consultation 01 to 21/10/2022:

Responses in favour – 39; against - 9

We fully support the reduced speed limit, to 30 mph, that you are proposing. We live opposite York Sport Club and cars often park on the road from Galtres Grove towards the homestead. They are generally attending events at the club or visiting the park which involves getting

people out of both sides of the car. The reduction in the speed limit will make it safer for them and for us when we are walking on the paths and exiting our driveway in the car. There is a slight bend in the road at no. 26 and I often worry that with the speed people drive at they won't see a cyclist or stationary traffic around that bend. The reduction in speed will hopefully reduce this risk drastically.

Whilst I do not disagree with Loweswater Road as a reasonable commencement of the 30mph limit on the approach to Clifton/York. (The current 30mph signs just past Clifton Sports Park are very difficult to see at night time and can be easily missed by drivers unfamiliar with their location. However, to me it would make sense and very little difference to the road user for the 30mph Sign to commence prior to reaching Manor Lane and cease after the Bollards on the approach to the A19/A1237 round-a-bout. With a 30mph speed limit from this location there would be no need for other speed limit signs apart from 20mph Street entrance/30mph exit where appropriate.

My partner and I are residents of Alwyne drive and both are keen cyclists, for fun and as a way of getting to and through town. 30mph would drastically improve what I feel like us currently an intimidating road, especially at night. Cars wizz past cyclists when going at 40, and often break hard when they realise they can't squeeze past a bike when approaching a central reservation. If we as a city are serious about encouraging active transport, reducing pressure on our busy roads and reducing pollution from cars, anything to improve the experience of those keen to walk or cycle instead of drive would be ace!! Children also walk along a stretch of the road to get to bus stops or to the primary school round the back, so again, a slower speed would be good for safety and encouraging more walking. To those worried about a slower speed increasing traffic issues, hopefully any information available would suggest the pinch points for shipton road are Clifton green lights or exiting onto the outer ring road, both of which would benefit from reduced drivers as a result of more walkers and cyclists. I really appreciate those who've pushed for this amendment to be considered, and the council for looking into the possibility. It means a lot to know there are people trying to do good things for our community, health and planet.

This is to confirm our support to reduce the Shipton Road speed limit to 30mph. From a safety, environmental and noise reduction perspective, the reduction to 30mph is needed. We live at the end of Malton Way next to Shipton Road and it can be quite terrifying the speed that some people drive at on Shipton Road. We have seen cars overtaking around the central reservations and cars frequently exceed the 40mph limit. When I drive at 40mph on Shipton Road, cars frequently catch up, sit on my bumper clearly want to go much faster than 40mph. Also, cars heading past the Sports Club where the limit changes from 30mph to 40mph regularly accelerate hard going way beyond the current 40mph limit. There have been a number of road accidents at that part of Shipton Road in recent years. I can see no justification for a 40mph limit on Shipton Road where safety and environmental considerations must take priority. The sooner a 30mph limit is introduced, the safer it will be for all residents. Traffic calming measures may also be needed to change behaviour.

Both my husband and myself would like to support the proposed reduction of speed limit on Shipton Road. I walk down this stretch of road nearly every day and it is clear to see vehicles exceeding the present 40 mile per hour speed limit. At times it does seem quite dangerous particularly now with bikes, electric scooters and pedestrians all using this route. It is an urban area and we fully support this proposal and hope if passed, there will be sufficient monitoring of speeds.

I am flabbergasted that York Council believe they have had a consultation with the residents in the area as this proposal has not been presented to us at all. With all that said, I am in agreement that Shipton Road needs to be made 30mph from the York Sports Club to Loweswater Road. However, there needs to be measures in place to ensure that the speed limit is adhered to. From experience, Green Lane in Rawcliffe was changed from 40mph to 30mph at the Water Lane end and this has never been enforced and traffic still regularly breaks the speed limit.

Additionally, as cyclists, my husband and I find Shipton Road an horrendous road surface to ride on. The tarmac surface is broken near the verge, there are potholes and sunken drains/manholes right in our line of riding. Perhaps another proposal would be to make the road surface suitable for all vehicles or make the northbound footpath wider and made into a foot & cycle path?

Clifton (Without) Parish Council support the proposed introduction of a 30mph speed limit on Shipton Road (A19) but the parish council would like to see the reduction of the speed limit extended along this road and await with interest the outcome of the active travel measures scheme for the A19.

I wish to support the proposal to reduce the speed limit on Shipton Road from 40 to 30mph. We live locally, off Fylingdales Avenue and at times the traffic easily exceeds the present limit of 40mph.

I write to say I am wholly in agreement with a reduction of the speed limit from 40 to 30. I reside at North Lodge, the noise & the vibrations caused by the passing traffic is very noticeable, especially from large vehicles & trailers. I feel sure a reduction in speed would be beneficial to residents & road users.

I would like to enthusiastically support the proposal for the extension of the 30 limit from the Sports club to beyond Loweswater road. This will greatly improve safety for pedestrians and cyclists, improve air quality and reduce noise.

I'm writing in full support of the proposed 30mph speed limit change. Thank you. However, it's frustrating that this is not proposed right up to the A1079 roundabout. It makes sense to lower the speed limit the full length of Shipton Road. Roads are faster and busier and I welcome this change. Pulling out of Alwyne Drive onto Shipton Road is just horrible due to the speed of vehicles coming around the corner. Anything to slow this down must be welcomed and can't come soon enough.

I am writing on behalf of residents in Galtres Grove, Clifton. We fully support the move to reduce the speed limit to 30 mph on the A19 to the proposed new point near Loweswater Road. However we would have much preferred this extension to go right up to the ring road and hope that other consultations will lead to this happening.

This scheme has my support. Would prefer the start of the speed limit to be at the junction with the park and ride and include enforcement of the bus only lane.

As regards to the change from 40mph to 30mph on A19 Shipton Road, good plan which should have been done years ago. Why not take it back to the lights turning into the P&R. When lights turn to green most traffic will not reach 40mph also avoiding too many signs. Is there a traffic management C or P stopping this?

I think the 30 mph limit should continue from the sports club to the roundabout A10 with A1237.

Whilst any speed limit reduction is a good thing, I feel that by not having the 30 limit from the ring road roundabout, and allowing drivers to speed up to 40+, they will be less inclined to slow down again after that short distance, partly because it will catch people out (having had the 40 in place for such a long time) and partly because people generally don't seem to pay much attention to speed limits anyway! Having lived in Alwyne Grove for 35 years I can testify to this. Is there a reason for not having all of Shipton Road from the roundabout limited to 30?

Also there is a considerable amount of pedestrian and cycle traffic crossing the road by the roundabout to go over the river bridge competing with two lanes of traffic and the busy junction with Manor Lane and all of this in a 40 mph zone.

In conclusion I think that having the 30mph limit all the way from the ringroad makes more sense as traffic has already slowed down for the roundabout, so is more likely to keep to 30.

We approve the Council's proposal to introduce a 30mph speed limit on the Shipton Road between York Sports Club and Loweswater Road in place of the present 40mph limit.

I would like to give my support to reducing the speed limit on Shipton road to 30mph. I have lived at North Lodge on Shipton road for 18 months and have in that time witnessed speeds by drivers in cars, lorries, motorbikes many doing well over the 40mph speed limit. I walk

with my husband nearly every day to Rawcliffe bus depot, due to it now being the only access point to Rawcliffe meadow. I have seen a van crashed into a bus, and also very close calls for pedestrians and cyclists. During the evening and during the night some speeds of lorries make the apartments shake. So in agreement that its about time that this was changed before there is a very serious incident. The path along the left hand side for pedestrians heading towards Rawcliffe bus lane is too narrow, then becomes non existent. Having to cross is a huge risk for all. Having stood in the middle of the road at the middle beacon, it's unsafe to do, as traffic is too heavy, fast and scary. I think genuine speed cameras need to be installed, as this route is used by many large lorries, buses, tractors and HGV lorries. I also think a pedestrian crossing is needed, which will also reduce the speed of traffic I see young children daily walking this route to school, with no safe place to cross. I hope I have made my point towards this problem.

I am a resident at number 90 Shipton Road and wish to express my strong support to reduce the speed limit from 40mph to 30mph. If these proposals are supported and implemented, then I request that there should be consideration to enforcing them with appropriate speed/camera checks along with electronic speed signs warning drivers that they are exceeding the speed limit. The evenings and night-time seem to be worse for speeding due to there being less traffic on the road. I am often woken by my house shaking as a direct consequence of HGV's travelling at speed along Shipton Road, in particular supermarket deliveries to the town centre. I therefore ask that in addition to reducing the speed limit, that consideration is also taken to enforcement.

I support in principal the proposal to reduce the speed limit for vehicles travelling along Shipton Road between Galtres Road and Loweswater Road however have a few concerns.

1. Why not introduce this limit along a more extended length notably between Rawcliffe park and ride junction and Galtres Grove. It would seem a rather arbitrary length of road along which to introduce a revised speed limit .
2. Why not sort out the proposed bike lanes and consult on this at the same time as the speed limit proposal and then, when the scheme is agreed, implement as an integrated project for bikes, traffic and pedestrians which would arguably be a financial saving to in terms of costs n of signage and road markings installation etc.
3. In view of this slightly random proposal which does not seem to have

much rhyme or reason as a stand alone project, I have concerns that there is another agenda in separately introducing tis proposal as an isolated project as once the speed limit is reduced, it would be an opportunity to allow new access points for vehicles and potentially allow development on the riverside side of Shipton Road on the open land /

I fully support the principal of the proposed speed reduction (to 30mph) on Shipton Road. I very much doubt however that the measures will be self-enforcing, therefore effective, unless there are complimentary measures to " calm " this wide and open stretch of road such as cycle lanes, more frequent and controlled pedestrian crossings with central islands , width reductions , chicane type road layout , tighter lane markings etc etc . The speed reduction therefore needs to be implemented with complimentary measures if it is to have the desired effect.

We are emailing you in support of the proposal to reduce the speed limit to 30mph. It will make crossing over the road to walk our dogs or go to the Sports Club much safer. Hopefully it will also have an environmental benefit creating less vehicle emissions and noise.

I support the proposal to restrict the speed limit to 30 mph on the above road. But when will we get the new cycling route.

I write to register my support for the proposal to reduce Shipton Road to a 30 mph limit. In my opinion, this is long overdue for safety and environmental reasons. I regularly walk up and down Shipton Road and I am frequently passed by cars, vans and lorries driving at well over 40 mph. It is quite frightening at times, particularly in the evenings when the road is empty. I live on a road off Shipton Road and feel very strongly that this should be a 30 mph limit. My main concern is that those who currently disregard the 40 limit may need a stronger deterrent than new signage to alter their behaviour behind the wheel!
I look forward to hearing that new lower speed limits will be introduced, and enforced in the near future.

Kindly register our support to reduce the speed limit to 30 mph. The

three residents at this address fully support this proposal. In the six years that we have lived here it has become increasingly difficult (at times) to exit Fylingdales onto Shipton Road as many drivers see the 40 mph limit as a licence to drive at 45 or 50 mph. The existing pedestrian refuges need to be retained but the addition of dedicated cycle lanes would a great advantage as there is a much-increased risk to them at the refuge pinch points.

I am mailing to inform you that I 100% agree with the reduction of the speed limit to 30mph. This is long overdue. I live at 56 Shipton Road, York and the speed of traffic is disgraceful showing no regard for residents and their safety. The speeding includes large vehicles such as trucks and lorries and even on occasion , buses.

I am fully in support of the proposal to reduce the speed limit to 30mph along the Rawcliffe section of the A19. This is a dangerous road to walk alongside and to cycle on and this change will help to improve this.

I would ask why it is considered necessary to maintain the existing 40mph section from 165 Shipton Road to the ring road. This will encourage cars in both directions to accelerate to 40mph (and beyond) for a very short distance, resulting in an increase in pollution and noise. There are several junctions and crossings on this section and I can see no reason why it should not also be 30mph.

I Support the proposed speed limit. Wether anyone takes notice if it is a different matter. Many vehicles totallt ignore it.50 mph is quite noticeable with oss 60 mph ofton seen/heard. i cannot recall seeing any speed traps on Shipton Rd. It would be very interesting to see how manu motorists have been fined even in the last year.

I am writing to support the proposed reduction in the speed limit on part of Shipton Road from 40 to 30mph. I also request that it is extended to the ring road roundabout as the short remaining stretch at 40mph will lead to confusion. I would also like to see speeds reduced on parallel routes (Eastholm Drive and Rawcliffe Lane) to 20mph and this alternative route also

blocked as a through route.

After having received notification about consultation on speed reduction 40 to 30, I'd like to suggest in relation to the planned length road alterations. My suggestion is phasing the road speed reduction rather abruptly 40 to 30 zone, instead reduce the speed from Rawcliffe Park traffic light junction on A19 from 40mph to 35mph At that point. Remain at 35mph till junction of Northholme drive/A19 & Road into Clifton Park hospital at this point reduce road speed to 30mph proposed, reason I believe this be better as at present vehicles approaching Clifton Park at 40mph brake sharply upon seeing 30mph sign increase fuel usage as opposed to a gradual slow down which use less fuel better for the environment.

Rawcliffe Parish Council has asked me to get in touch with regards to the proposed amendments to the speed limits along Shipton Road. The Parish Council has no objections to the amendments.

Our main concern is cycling safely; when the road markings were redone, large chevroned areas were put in the middle of the road, encouraging cars over to the left, leaving no space for cyclists when the traffic is queuing at peak times. The speed limit seems fine at 40, given that the road is pretty wide, and there aren't houses on both sides, unlike an area such as Green Lane, where 30 feels more appropriate, however we appreciate that pedestrians may feel more comfortable with traffic at 30.

Dear Sir/Madam,

We write in support of the reduction of the speed limit on Shipton Rd, York to 30mph. My husband Stephen Brandon, has previously written to the council on this subject.

We have lived on Shipton Rd for 26 years in which time traffic has increased noticeably. Meanwhile there has been much development on the Old Clifton Hospital site. We see many pedestrians struggle to cross the road including elderly people in wheelchairs being pushed to the care home opposite us.

We have also witnessed accidents outside our home which have involved the police closing the road. On another occasion the bus shelter near us has been hit by a car. Drivers often travel in excess of the 40mph limit. We also notice that throughout the night HGV drivers use this road at excess speeds.

It is difficult to pull out of side roads or drives because of the speed of drivers on the main road.

We are strongly in favour of the reduction. ~~Stephen~~ Brandon + SA Brandon

Whilst considering the speed limit change from 40 to 30 mph on Shipton Road, I urge you to also make Northolme Drive and Southolme Drive into 20 mph zones. Both roads are becoming a rat run, and the increased on street parking is developing a dangerous environment for all road users and pedestrians.

Living at 66 Shipton Rd, we are only too aware of the dangers of the 40 mph limit....every time we try to enter/exit our properties. And the number of near accidents and accidents reported by our neighbours experiencing the same dangers confirms this. We are very supportive of the proposed introduction of the 30 m.p.h. limit.

As a resident of Shipton Road (108), I'd like to say I fully support the proposal to reduce the speed limit on Shipton Road to 30 mph. It is often difficult to gain access to Shipton Road from our driveway due to the speed of vehicles and the same can be said when turning left into my driveway from Shipton Rd whilst heading towards town. The speed of cars travelling behind me is often too fast for them to slow down sufficiently without them using an overtaking manoeuvre. Whilst there is currently a 40mph limit in place, I suspect this is often exceeded and there appears to be very little to discourage this behaviour.

I welcome the proposed reduction in speed along Shipton Road. Currently the road is very dangerous to cross, and many of the traffic islands are not in helpful places being away from the junctions, which means that in bad weather people don't go out of their way to use them. I believe that it would be better to start the 30 mph zone at the roundabout so that drivers haven't built up speed and then are less likely to comply with the limit.

I am totally in support of the proposed speed limit change from 40mph to 30mph on Shipton Road, York. In my view this will make crossing that road much safer for the residents who frequently cross to walk to the river and beyond. As a family of 2 adults and two children we cross this road to access the excellent play park, and nature reserve, as do many other families from the area North East of the Nature reserve. Many cyclists also use Shipton Road as a commute and being overtaken by a car at 30mph is much more comfortable for the cyclist than 40mph.

Thank you for your letter about the proposal to reduce the speed limit on Shipton Road. This is very welcome and an excellent change! There is no need to drive at 40mins as there are generally congestion at either end anyway. I would also support the introduction of speed cameras to

enforce the limit.

Responses against - 9

For the record, I live in Fylingdale Avenue (No 14) and drive along Shipton Rd daily. I am also a keen cyclist and use this road regularly with my bike. By profession, I am a safety engineer and conduct risk assessments on a frequent basis. I do not support a reduction in the speed limit and believe the current speed limit is appropriate. I cannot see any credible justification for a change, as the road is wide and I have never felt threatened whilst cycling along the road. I also believe the accident rate on the road is low and I cannot recall seeing any significant safety issue in the 10 plus years I have lived in this area. I therefore request that you do not support a lowering of the speed limit.

I feel that proposed speed limit change on the A19, Shipton Road is not necessary and judging by the compliance with the current speed limit would not be adhered to and difficult to enforce. There have been no incidents which make this change necessary.

I do not think the speed limit should change from 40mph to 30mph. I think that the road is currently a safe road and don't believe that changing to 30mph would have improve safety. Rather that it would ensure cars are kept on the road longer. I also think it would be costly to change and advertise the fact that the speed limit is changing. Please divert this expenditure to more immediate needs.

That being said, I do feel that improvements need to be made at the Rawcliffe Park and Ride section of Shipton Road. Cars that have no intention of using the Park and Ride but use this diversion to jump ahead of the traffic queuing on Shipton Road to access Clifton bridge are causing hostile and uncareful driving. I would like a system where cars who have not stayed for more than 5 minutes (such as using the car park for P&R, exercise, dog walking or recycling) are notified on exit (if under two minutes) that they have incorrectly used the P&R. Perhaps a system of logging number plates at entrance point and exit and notifying drivers on exit of misuse". Council car parks collect number plates and perhaps this or a similar system could help remind drivers to use the Park and Ride appropriately. I don't feel it would be appropriate to store number plates unless fines were being issued.

As a resident of the area, I am against the proposed reduction. I have lived in the area for over 15 years. What collisions I have seen or witnessed on this stretch of road have not been due to speed, but to poor standards of driving, these being vehicles pulling out of junctions. Travel around York is difficult and slow enough as it is with any further restrictions. To support the argument for reducing the limit, I'd be grateful if you could provide the details of the number of road traffic collisions on this stretch of road over the past 10 years, and please provide details of whether speed was the primary factor in these collisions. Any data on recorded near misses would also be appreciated as with the greatest of respect to the local counsellors, word of mouth and speaking to a select few locals doesn't constitute an adequate reason for such a change.

My question would be -unless there have been accidents on what would appear to be a section of road that will comfortably sustain a 40mph speed limit- why wouldn't Southolme Drive be subject to further speed restrictions/measures. Southolme has people regularly travelling in excess of 30mph (already a speed unsafe for this street).

I am writing to you to reject the proposal of the reduced speed limit for the following reasons:

1. You are penalising those who actually respect the speed limit. If people abide by the 40mph limit then pulling out onto the road isn't an issue. Its those who excessively speed near 50-60pmh that cause people to complain.
2. Just because you lower the speed limit to 30mph does not mean those who already ignore the speed limit will suddenly start to obey it.
3. I live just off Shipton road and have to pull out onto it multiple times a day. It has never been an issue unless the traffic is backed up half way down due to the ring road roundabout. Which then its because of the drivers being stupid, not the 40mph limit.
4. Those who walk near the road should respect it (more than can be said for the councilor Darryl Smalley posing imminently on the curbside on the York Press website). It doesnt matter if you get hit at 30mph or 40mph. Rather than trying to cover the issue up with a speed reduction, try get to the forefront of the issue which is the people themselves

requiring educating.

5. Cars are getting even smarter, have automatic detection of pedestrians for braking, much shorter braking distances than when the speed limits were first introduced.

6. Cars are now designed to protect people in the event of an accident, inside and outside. More so than their equivalent counterparts 20 years ago.

From all the points above, it is clear that the issue lies with the individuals either walking down the road or people driving. Reducing that speed limit will likely cause people to be less aware of their surroundings due to 'switching off' as they believe its now a safe area being a 30mph zone. Target those who dont obey the speed limit. And educate the pedestrians who dont respect that roads are dangerous. I am writing to advise that I object to the planned speed reduction.

The proposed reduction would cause exiting junctions onto Shipton Road harder than it is now with traffic bunching together rather than keep it flowing.

The same can be said of the roundabout traffic at Rawcliffe Bar; the traffic already causes congestion which would be compounded by the speed reduction prior to this.

I understand from our local councillors Derek, Sam and Darryl's flier that there are plans to change the speed limit on Shipton Road. I would be against that proposal feeling that the road is sufficiently wide enough to continue to accommodate safely the present 40mph restriction. Presumably 40mph is a more fuel and carbon efficient speed for a car to travel at in terms of the environment. I am largely a cyclist myself and use the smaller roads to commute from 8 Eva Avenue YO305TY our property to York Hospital for work as a pharmacist on the wards. However when do use the main road to travel would prefer to have the option of 40mph when safe to do so please.

I disagree with the proposed change. If the aim is to make it safer for cyclists but there are already near parallel off road routes on

SUSTRANS. If the aim is to make it safer for pedestrians there is adequate room for additional traffic islands. The road is wide enough for it to work for all road users at the current speed. Reduced vehicle lighting requirements on 30 mph sections could actually make it more dangerous for both groups. This would be a waste of cash in my view, there is no effective policing of speeds and many vehicles includes Goods vehicles and PSVs already break the existing 30 and 40 limits routinely.

Officer Comments: Implement as advertised. My initial thoughts when considering this proposal were that a reduction in the limit would not be complied with by the majority of road users. However, since then I have become aware of other users of this area many of whom are vulnerable. Implementing this proposal now will compliment future proposed travel plans and may, in the near future, also be complimented by a proposed new signalised crossing at Fylingdale Avenue helping to reinforce the proposed limit.

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Annex D

Notice of Proposals

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK SPEED LIMIT (AMENDMENT) (No 14/14)
ORDER 2022

Notice is hereby given that City of York Council, in exercise of powers under Sections 82, 83, 84 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect, of:

1. **Introducing a 20 miles per hour (mph) speed limit in The Hollies, Stockton on the Forest, thereby revoking the existing statutory 30 mph speed limit from within that length.**
2. **Introducing a 20 miles per hour speed limit in Academy Drive, Bursary Court, Chancellor Grove, College Court, Principal Rise and Teachers Close York, thereby revoking the existing statutory 30 mph speed limit from within those lengths of roads.**
3. **Introducing a 30 miles per hour speed limit in Northfield Lane, Upper Poppleton, between point a 182 metres south from the southern kerbline of the York-Harrogate (A59) road (terminal point of existing 40mph speed limit) and its junction with York Outer Ring Road (A1237), thereby revoking the existing statutory national speed limit from within that length.**
4. **Introducing a 30 miles per hour speed limit in North Lane, Huntington, between its junction with the Leeds-Scarborough Trunk Road (A64(T)) and the projected western property boundary line of Tall Timbers, thereby revoking the existing statutory national speed limit from within that length.**
5. **Introducing a 30 miles per hour speed limit in Shipton Road (A19), Clifton Without/Rawcliffe between a point 55 metres south from the projected centreline of Galtres Grove (terminal point of exiting 40mph speed limit) and a point 20 metres north west from the projected property boundary line of No. 165 Shipton Road, thereby revoking the existing 40mph speed limit from within that length.**
6. **Introducing a 30 miles per hour speed limit in Wheldrake Lane (C302), Elvington between points 105 metres (terminal point of existing 30mph speed limit), and 205 metres south from the projected southern kerbline of Elvington Lane (B1228), thereby revoking the existing statutory national speed limit from within that length.**
7. **Introducing a 30 miles per hour speed limit in Askham Bryan Lane, Askham Bryan between a point 90 metres (terminal point of existing 30mph speed limit) and 190 metres north east from the projected centreline of Church Close, thereby revoking the existing statutory national speed limit from within that length.**
8. **Introducing a 30 miles per hour speed limit in Askham Fields Lane (C286), Askham Bryan between a point 220 metres (terminal point of existing 30mph speed limit) and 320 metres south from the projected southern kerbline of Main**

Street, thereby revoking the existing statutory national speed limit from within that length.

- 9. Introducing a 30 miles per hour speed limit in York Road (B1222), Naburn between a point 66 metres north from the north eastern property boundary line of Newstead, Front Street (terminal point of existing 30mph speed limit) and a point 470 metres north from the projected centreline of Howden Lane, thereby revoking the existing statutory national speed limit from within that length.**
- 10. Introducing a 30 miles per hour speed limit in Towthorpe Road (C92), Towthorpe from the projected north western kerbline of Strensall Road (C90) and a point 560 metres north west from the said line, thereby revoking the existing 40mph/statutory national speed limit from within that length.**
- 11. Introducing a 40 miles per hour speed limit in York-Hull Road (A1079), Dunnington, between points 80 metres (terminal point of existing 40mph speed limit) and 180 metres west from the projected centreline of Thornbeck, Dunnington, thereby revoking the existing statutory national speed limit from within that length.**
- 12. Introducing a 40 miles per hour speed limit in Sim Balk Lane, Bishopthorpe/York between points 216 metres south east from the southern kerbline of Tadcaster Road (terminal point of existing 30mph speed limit) and a point 198 metres north west from the projected centreline of Church Lane (terminal point of existing 30mph speed limit), thereby revoking the existing statutory national speed limit from within that length.**
- 13. Introducing a 40 miles per hour speed limit in Askham Fields Lane, Askham Bryan between the roundabout controlled junction with A64/A1237 and a point 320 metres south from the projected southern kerbline of Main Street, thereby revoking the existing statutory national speed limit from within that length.**

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 21st October 2022.

Dated the 30th day of September 2022 Director of Economy and Place
West Offices, Station Rise,
York, YO1 6GA
Email: highway.regulation@york.gov.uk



Executive Member Decision Session

17 January 2023

Report of the Corporate Director of Place
Portfolio of the Executive Member for Transport

Directorate of Place Transport Capital Programme – 2022/23 Monitor 2 Report

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2022/23 Transport Capital Programme, and propose adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

2. The Executive Member is asked to:
 - 1) Approve the amendments to the 2022/23 Directorate of Place Transport Capital Programme, and to delegate authority to the Corporate Director of Place, in consultation with the Director of Governance (or his delegated officers), to take whatever action is necessary to negotiate, agree and formalise such amendments within any existing arrangements the Council has with external funders.

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

Background

3. Following approval at Budget Council meeting on 17 February 2022, the Transport Capital Budget for 2022/23 was confirmed at £22,926k. The budget was then amended to £40,043k in July 2022 when the Executive Member was presented with the Consolidated

Transport Capital Programme, which included all schemes and funding carried forward from 2021/22, and additional grant funding received from the Active Travel Fund programme and the Zero Emission Bus Regional Area (ZEBRA) programme. Further amendments to the programme were made at the Monitor 1 budget report meeting in October 2022.

4. Following these amendments, the current budget for the 2022/23 Transport Capital Programme is **£31,736k**. This includes funding from the Local Transport Plan (LTP) grant, developer funding, council resources, and grants for individual schemes. The grant funding includes significant funding from various external sources, including the Active Travel Fund grant, the West Yorkshire Transport Fund, the Transforming Cities Fund, funding for new electric buses from the Zero Emission Bus Regional Area grant, and funding from the Department for Transport for the Outer Ring Road Dualling scheme.
5. The following report sets out progress on schemes and advises the Executive Member of amendments that need to be made to scheme budgets. Full details of the current and proposed budgets are shown in Annex 1 to this report, with full details of the programme shown in Annex 2.
6. It should be noted that costs for some schemes have increased compared to the initial cost estimates. This is due to the high level of inflation and other issues affecting the economy at present, meaning the cost of construction materials and construction works has increased since the initial cost estimates were prepared.

2022/23 Major Schemes

7. The allocations within the Major Schemes block will deliver a significant programme of improvements to the city's infrastructure. Funding for these schemes has been secured from several external funding sources, with contributions from the council's capital budgets agreed to support these projects.
8. A planning application for dualling the York Outer Ring Road (A1237) is proceeding through the determination period, and the target date for a decision is February 2023. In parallel, the project team are working on the other key elements in the scheme such as acquiring land (where possible), preparation of a Compulsory

Purchase Order, Side Roads Order, and accompanying Statement of Reasons, developing the business case, and completing the detailed design for the scheme. Commencement of works on site is programmed for autumn 2023, but there are a number of milestones to achieve before funding is released for the construction of the scheme. It is proposed to reduce the 2022/23 allocation for the scheme to £4,300k and transfer the remaining funding to 2023/24, to reflect the expected costs in 2022/23.

9. Work is progressing on the York Station Gateway scheme. The utility diversion works started on site in January 2022, and the highways works are expected to begin in spring 2023, with completion currently programmed for autumn 2025.
10. The contract for the installation of the Hostile Vehicle Mitigation measures in the city centre has now been awarded, and the main works are programmed to start in spring 2023, with completion anticipated in summer 2023 (depending on the timescales for utility diversion works). The works will take place at eight junctions around the main Footstreets area and existing static bollards will be replaced at three further locations, as set out in the report to the Executive meeting of 18 August 2022. Due to the revised timescale, it is proposed to reduce the 2022/23 allocation to £920k and transfer the remaining funding to 2023/24, when the majority of the work will be taking place.
11. Work is continuing to progress the design work and develop a revised business case for the new rail station at Haxby following the approval of a preferred site for the station by Executive in December 2021. Additionally, further approvals were given at Executive in October 2022 to progress the scheme to the next stages and submit a planning application when practicable (likely spring 2023). It is proposed to reduce the allocation for this scheme to £635k and transfer the remaining funding to 2023/24, to reflect the revised timescales for the scheme.
12. An outline scheme for the proposed Tadcaster Road Transport Improvements was agreed by the Executive Member in January 2022. Following the completion of feasibility and design work, work on the proposed improvements between Moor Lane Roundabout and Blossom Street will begin in early 2023, which are being progressed with the Tadcaster Road maintenance scheme. It is proposed to transfer £400k from the Highways Maintenance budget

for Tadcaster Road to this scheme as a contribution to the costs of the proposed improvements.

13. The Castle Gateway Transport Improvements scheme aims to improve transport infrastructure in the area of the Castle Gateway development scheme, and work has continued, and will continue, through 2022/23 to develop potential transport measures for the area. However, the timescales for any proposed schemes are dependent on the wider development proposals, and are not known at present.
14. Work has continued on the Electric Vehicle Fleet Infrastructure, Hyper Hubs, and Electric Vehicle Charging Infrastructure schemes. The installation of charging infrastructure for electric vehicles at the council's Hazel Court depot is ongoing. The Monks Cross and Poppleton Bar Hyper Hubs are now open, and a planning application has been submitted for the proposed Hyper Hub at Union Terrace car park. Work is also progressing on the installation of new electric vehicle charging points across the city. A review of costs has been carried out, and it is proposed to transfer £187k from the Electric Vehicle Charging budget to the Hyper Hubs budget as a contribution to the Union Terrace Hyper Hub scheme.
15. Following the completion of the new strategic traffic model and the real-time traffic model in 2021/22, work on the Smarter Travel Evolution Programme (STEP) is ongoing, with the Green Light Optimised Speed Advisory (GLOSA) and data platform projects progressing as planned. It is proposed to reduce the 2022/23 allocation for the scheme to £270k, and transfer the remaining grant funding to 2023/24 to fund the costs of the data platform in future years.
16. Work is continuing on the detailed design for the Scarborough Bridge St Mary's Ramp cycle route scheme, but timescales for construction of the scheme have not been confirmed as some utility diversion work is needed before the scheme can be constructed. It is proposed to reduce the allocation for the Scarborough Bridge Cycle Routes scheme to £160k for the completion costs of the Bootham Crossing scheme and the access improvements at the riverside path floodgate, and transfer the remaining funding to 2023/24 to allow the St Mary's Ramp scheme to be progressed.

17. As set out in the Monitor 1 report to the October Decision Session, the final payments to bus operators to fund work to improve emissions from their bus fleets have now been made, which will ensure that all buses operating in York meet the requirements of the city centre Clean Air Zone.
18. As previously reported, the council was awarded grant funding from the government's Zero Emission Bus Regional Area (ZEBRA) fund to support the purchase of 44 fully electric buses, and has been working with bus operators to progress this scheme. The funding allocation in 2022/23 will be used for the purchase of buses and charging infrastructure upgrades at the First York depot, with the remaining funding to be spent in 2023/24.
19. Full details of the revised budgets for the Major Schemes programme are shown in Annexes 1 and 2 to this report.

2022/23 Transport Schemes

20. A review of the current programme of transport schemes has identified schemes where the allocations need to be amended to reflect scheme progress and updated cost estimates. As previously mentioned, costs for some schemes have increased from the initial estimates due to the impact of inflation on construction costs.
21. As previously reported, the council made a successful bid to the government for funding for York's Bus Service Improvement Plan (BSIP), and has been awarded funding for a three-year programme of improvements to bus services and bus infrastructure. A total of £2,375k capital BSIP grant has been added to the 2022/23 capital programme for the proposed bus priority schemes, Park & Ride interchanges, bus stop upgrades, and real-time screen upgrades, which will be implemented in 2023/24.
22. Some amendments have been made to the other schemes in the Public Transport block, as the majority of the Bus Stop Improvements and real-time screen upgrades will now be funded through the BSIP programme.
23. Pursuant to the previous budget report, the funding for the Dial & Ride buses was transferred to the 2023/24 budget due to the expected timescales for the purchase of the new buses. However, the supplier is now able to provide the buses earlier than originally

expected, so it is proposed to return the funding to the 2022/23 budget. There has been an increase to the cost of the buses since the original estimates were provided, so the original budget has been increased by £20k to fund these additional costs.

24. Work on the Traffic Signals Asset Renewal (TSAR) programme has been progressing through 2022/23, with three schemes completed and a further scheme at Bishopgate Street to be implemented in March 2023. However, as it will not be possible to implement the Pavement/ Piccadilly/ Coppergate scheme in 2022/23, it is proposed to reduce the allocation for the TSAR programme to £1,266k and transfer the remaining funding to 2023/24.
25. It is proposed to reduce the funding allocation for the Automatic Number Plate Recognition (ANPR) Bus Lane Enforcement scheme to £65k and transfer the remaining funding to 2023/24, as the new cameras will now be installed in summer 2023.
26. Work is progressing on the review and audit of cycle barriers across the city, and some minor works have already been carried out at Hob Moor, Jubilee Terrace, and Ashton Lane. However, as the majority of the works to address issues with cycle barriers will be carried out in 2023/24, it is proposed to reduce the allocation in 2022/23 to £120k and transfer the remaining funding to 2023/24.
27. The installation of new dropped kerbs in Haxby has been completed, but as the cost of the scheme was higher than originally estimated, it is proposed to increase the allocation to £50k for this scheme. The installation of dropped kerbs on Fossgate was completed in November, and further work to install dropped kerbs in the Footstreets area is planned for early 2023. The installation of dropped kerbs on Goodramgate will now be carried out in 2023/24, and it is proposed to transfer £45k to 2023/24 to fund this work.
28. Funding was allocated in the 2022/23 programme for access improvements in the city centre, including additional dropped kerbs, and a review of access issues is ongoing. It is proposed to reduce the allocation for this work to £50k, and transfer the remaining funding to 2023/24 to allow improvements identified in the review to be implemented.
29. It is proposed to reduce the allocation for the Pedestrian Crossing Review scheme to £60k, and transfer the remaining funding to

2023/24, due to the lower cost of proposed works in 2022/23. The Main Street Copmanthorpe scheme was completed in summer 2022, and following the assessment of new sites earlier in the year, further feasibility and design work will be carried out in 2022/23 to develop schemes for implementation in future years.

30. Work has continued on the review of structures on the Public Rights of Way (PROW) network, and a scheme to replace an existing bridge over the River Foss at Skelton with an improved, more accessible bridge is being progressed for construction in spring 2023. It is proposed to reduce the allocation for this scheme to £40k and transfer the remaining funding to 2023/24, as the majority of the construction works will not be done in 2022/23.
31. The proposed improvements to the approaches to Millennium Bridge will raise the level of the existing path to allow pedestrians and cyclists to access the bridge when river levels are high, which will ensure that this key section of cycle route is still accessible during flood events. Feasibility and design work has been carried out, but as it is not possible to construct the scheme in the winter period, it is proposed to reduce the allocation for the scheme to £30k and transfer the remaining funding to 2023/24 to allow the scheme to be implemented in May 2023. This scheme is funded through funding allocated for improvements to the section of the National Cycle Network Route 65 (NCN 65) that runs through York, and a programme of improvements to other sections of NCN 65 in York is also being developed for implementation in future years.
32. A review of the Safety Schemes programme has been carried out, and some amendments have been made to the scheme budgets to reflect the current cost estimates and timescales.
33. Work has been carried out to develop the proposed new Flood Sign Renewal scheme, but as the new signs will not be installed by the end of 2022/23, it is proposed to reduce the allocation to £20k for design costs and transfer the remaining funding to 2023/24.

Active Travel Programme

34. The council's Active Travel Programme includes the funding allocated for Cycling Schemes in the Summer 2019 budget, and the grant funding awarded from the government's Active Travel Fund (ATF) for schemes to encourage the use of active travel modes

(walking and cycling) through the provision of new/ improved infrastructure across the city.

35. As previously reported, initial feasibility and design work has been carried out to develop the schemes in the Active Travel Programme for implementation, but a review of the programme was required due to the expected scheme costs being higher than the available budget. A revised programme was presented to the meeting of the Executive on 22 November 2022, and the following schemes (Phase 1 schemes) were approved by Executive as the first phase of the programme:

- University Road Pedestrian Improvements (completed)
- Navigation Road Low Traffic Area (completed)
- Hospital Fields Road Cycle Scheme
- Skeldergate Cycle Improvements
- Manor Lane / Shipton Road Improvements
- City Centre North-South Cycle Route
- City Centre Bridges Signage Improvements
- City Centre Accessibility: St George's Field Crossing
- City Centre Cycle Parking Improvements
- People Streets Ostman Road (to detailed design only)
- People Streets Clifton Green Primary (to detailed design only)
- People Streets Badger Hill Primary (to detailed design only)
- University East West Campus Link (to detailed design only)

36. It is also proposed to progress the following two schemes by other avenues in consultation with ward councillors:

- Nunnery Lane / Victor Street (Puffin to Toucan): Will be considered with solutions for Victoria Bar and a wider review of Low Traffic Neighbourhood arrangements in Bishophill.
- Nunthorpe Road / Southlands Road: To be reviewed under the Access Barrier Review scheme.

37. The remaining schemes in the Active Travel Programme (Phase 2 schemes) will be paused pending further funding becoming available in future years:

- A1237 Bridge Cycle Route
- Orbital Cycle Route – Lawrence Street / James Street / Regent Street
- Acomb Road Active Travel Scheme

- Fishergate Gyratory Pedestrian and Cycle Scheme
 - Fulford Road / Frederick House Active Travel Scheme
 - Rougier Street / Tanners Moat Gap
 - Chocolate Works Riverside Path
 - Tang Hall Lane / Foss Islands Path Access
38. The scheme allocations have been adjusted to reflect the revised programme, and as a number of the Phase 1 schemes will not be constructed in 2022/23, the 2022/23 Active Travel Programme allocation has been reduced to £983k, with the remaining funding transferred to 2023/24. Details of the revised Active Travel Programme are shown in Annex 2 to this report.
39. No other changes are proposed to the schemes in the transport capital programme at this stage of the year. A number of schemes have already been completed or are currently on site, and other schemes are being prepared for implementation in early 2023, with feasibility and design work being progressed to develop schemes for implementation in 2023/24.
40. Full details of the revised budgets are shown in Annexes 1 and 2 to this report.

Consultation

41. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
42. Funding for the capital programme was agreed by the council on 17 February 2022. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

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

Analysis

44. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the Active Travel Programme; implement the City Centre Access & Security Scheme; develop the proposals for a new rail station at Haxby; progress the Outer Ring Road upgrades and Station Frontage major schemes; and progress the Bus Stop Improvement Plan capital programme.

Council Plan

45. 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

46. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

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

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

Implications

49. The following implications have been considered.

- **Financial:**

As set out in this report, the budget for the 2022/23 Transport Capital Programme has been reviewed and some funding has been transferred to 2023/24 to reflect the expected timescales for scheme implementation. Some amendments have also been made to allocations for individual schemes following revised cost estimates for the proposed work, and the Bus Service Improvement Plan (BSIP) grant funding has been added to the 2022/23 transport budget.

If the proposals in this report are accepted, the Place Transport Capital Programme budget for 2022/23 would be reduced to **£26,333k**, as set out in Annex 1 to this report.

- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.

- **Equalities:**

The Council recognises, and needs to take into account 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).

All schemes in the transport capital programme are required to carry out an Equalities Impact Assessment as part of the project management process for individual schemes.

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

- Age – Neutral;
- Disability – Neutral;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral (see Disability);
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral.

- **Legal:**

As this report proposes to amend the 2022/23 Directorate of Place Transport Capital Programme, this may mean that any existing arrangements with external funders (e.g., DfT, WYCA, etc.) may also require amendment subject to any necessary consent(s) to any required amendment(s) being obtained from the relevant external funders. It is recommended that these funders and Legal Services are contacted as soon as possible to ensure that all necessary approvals are in place and that any amendments are carried in accordance with the relevant terms and conditions, as well as any relevant Contract Procedure Rules and/or standing orders.

Any proposed works and services will need to be commissioned via a compliant procurement route under the Council’s Contract Procedure Rules and, if applicable, the Public Contract Regulations 2015. Appropriate forms of contracts will need to be drafted and completed with support from Legal Services.

- **Crime and Disorder:** There are no Crime & Disorder implications.

- **Information Technology (IT):** There are no IT implications.

- **Property:** There are no Property implications.

- **Other:** There are no other implications.

Risk Management

50. For larger schemes in the programme, separate risk registers will be prepared, and measures taken to reduce and manage risks as the schemes are progressed throughout 2022/23.

Contact Details

Author:

Dave Atkinson

Head of Highways & Transport

Directorate of Economy & Place

Tel No. 01904 553481

Chief Officer Responsible for the report:

James Gilchrist

Director – Planning Transport and Environment

Report Approved

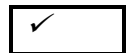


Date 6/1/2023

Specialist Implications Officer(s) List information for all

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

All



For further information please contact the author of the report

Background Papers:

Directorate of Place Transport Capital Programme 2022/23 Budget Report – 22 March 2022

Directorate of Place Transport Capital Programme 2022/23 Consolidated Report – 19 July 2022

Directorate of Place 2022/23 Transport Capital Programme Monitor 1 Report – 18 October 2022

Annexes

Annex 1: 2022/23 Transport Budget

Annex 2: 2022/23 Transport Capital Programme

Annex 1 - 2022/23 Transport Capital Budget

Funding	2022/23 Budget (£1,000s)	Amend ments (£1,000s)	Revised Budget (£1,000s)
Transport Schemes			
Local Transport Plan Grant	1,582		1,582
Developer Funding	87		87
Traffic Signal Asset Renewal Programme	1,716	-450	1,266
Bishophill/ Micklegate Access Control	0		0
Pedestrian Crossing Review	100	-40	60
Access Barriers	191	-71	120
CCTV Asset Renewal	32		32
Car Park Improvements	38		38
LTP Schemes	1,071	-440	631
NCN Route 65 Improvements	378	-348	30
Bus Service Improvement Plan		2,375	2,375
Active Travel Programme			
Cycling Schemes	554	-232	322
Active Travel Fund Grant	1,348	-807	541
Maintenance			
Bridge Maintenance	397		397
Flood Sign Renewal	200	-180	20
Major Schemes			
Outer Ring Road Dualling	5,175	-875	4,300
York Station Gateway	5,385		5,385
City Centre Access & Security	3,442	-2,522	920
Haxby Station	2,500	-1,865	635
Tadcaster Road Transport Enhancements	1,317	400	1,717
Castle Gateway Transport Development	50		50
Electric Vehicle Fleet Infrastructure	1,355		1,355
Hyper Hubs	326	187	513
Electric Vehicle Charging	337	-187	150
Smarter Travel Evolution Programme	618	-348	270
Scarborough Bridge Cycle Routes	113		113
Clean Air Zone	20		20
ZEBRA Grant	3,401		3,401
Total	31,736	-5,403	26,333

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2022/23 Transport Capital Programme	Current 2022/23 Budget	Proposed 2022/23 Budget	Funding Source
	£1,000s	£1,000s	
Public Transport			
P&R Site Upgrades	60	40	Local Transport Plan
Rawcliffe Bar Resurfacing	360	360	Local Transport Plan/ Council Resources
Bus Stop Improvements	100	50	Local Transport Plan
RTPI Improvements	100		-
Bus 'Tap Off' Readers	200	200	Local Transport Plan
S106 Bus Stop Improvements	49	49	Developer Funding
Public Transport - Carryover Schemes			
Dial & Ride Buses	40	190	Local Transport Plan/ Council Resources
Regional RTPI Programme	15	15	Council Resources
P&R Token Barriers	35	35	Council Resources
Public Transport - BSIP Programme			
Bus Priority - Radial Routes		500	BSIP Grant
Bus Priority - City Centre		500	
Park & Ride Interchanges		500	
Bus Stop Upgrades		50	
Real-Time Information Screens		800	
Small-Scale Bus Priority Schemes		25	

Total Public Transport	959	3,314
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Traffic Management			
Air Quality Monitoring	20	20	Local Transport Plan
Signing & Lining	20	20	Local Transport Plan
TSAR Programme			Council Resources/ Government Grant
Monks Cross Drive Crossing			
Barbican Road/ Paragon Street Junction			
Green Lane/ Front Street Junction			
Pavement/ Piccadilly/ Coppergate Junction			
Malton Road/ New Lane Junction			
Bishopgate Street Crossing	1,716	1,266	
Hull Road/ Melrosegate Junction			
Heworth Green/ Dodsworth Ave Junction			
Hull Road/Tang Hall Lane			
Fossbank/ Layerthorpe/ Peasholme Green			
Sim Balk Lane/ Tadcaster Road Junction			
Main Street Fulford Crossing			
TSAR Previous Years			
ANPR Bus Lane Enforcement	245	65	Local Transport Plan

2022/23 Transport Capital Programme	Current 2022/23 Budget	Proposed 2022/23 Budget	Funding Source
	£1,000s	£1,000s	

Traffic Management - Carryover Schemes			
Bishophill/ Micklegate Access Control			-
Hungate CCTV	38	38	Developer Funding
The Groves Traffic Restrictions (Experimental TRO)	80	80	Local Transport Plan
Stadium Signage	65	65	Council Resources
Coppergate One-Way Closure	25	25	Local Transport Plan
Piccadilly Highway Review	50	50	Local Transport Plan/ Council Resources
CCTV Asset Renewal	32	32	Council Resources
Car Park Improvements (Coppergate Refurbishment)	38	38	Council Resources
Wigginton Road Multi-Modal Study	27	27	Council Resources
Fulford Road Corridor Improvements	28	28	Council Resources
City Centre Footstreets VMS	7	7	Council Resources

Total Traffic Management	2,391	1,761	
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Pedestrian & Cycle Schemes			
Access Barrier Review	191	120	Council Resources
Cycle Minor Schemes	25	25	Local Transport Plan
Business Cycle Parking	20	20	Local Transport Plan
Pedestrian Minor Schemes	10	10	Local Transport Plan
Dropped Kerbs			
City-Wide Dropped Kerbs	40	50	Local Transport Plan
City Centre Dropped Kerbs	105	60	Local Transport Plan/ Council Resources
Dropped Kerbs Additional Funding	250	50	Council Resources
Pedestrian Crossing Review			
Wetherby Road			
Heworth Green (near Malton Ave)			
Main St Copmanthorpe			
Kent Street/ Fawcett Street	100	60	Council Resources
Folk Hall, New Earswick			
Water Lane near Rawcliffe Drive			
New Lane near Anthea Drive			
Peasholme Green/ St Saviour's Place			
PROW Structural Upgrades	75	40	Local Transport Plan
Riverside Cycle Path Improvements (York Central)	20	20	Local Transport Plan
Solar System Cycle Route Improvements (Tadcaster Road to Playing Fields)	150	150	Local Transport Plan
NCN 65 Route Improvements			
Millennium Bridge Approaches	378	30	Council Resources
Other NCN65 Schemes			

Total Pedestrian & Cycle Schemes	1,364	635	
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2022/23 Transport Capital Programme	Current 2022/23 Budget	Proposed 2022/23 Budget	Funding Source
	£1,000s	£1,000s	
Safety Schemes			
2023/24 Programme development	5	5	Local Transport Plan
Osbalwick Primary SRS	5	5	
St Mary's Primary - Askham Richard	5	5	
OLQM Primary / Hamilton Drive	5	5	
Primary School – Road Closures	5		
St Barnabas Primary School	5	5	
Millfield Lane (Manor CoE school)	5	5	
Local Safety Schemes			
2023/24 Programme Development / Review of Cluster Sites	10	10	Local Transport Plan/ Council Resources
Foss Islands Road / Navigation Road LSS	30	30	
Fawcett Street / Paragon Street LSS	5	5	
Monkgate Roundabout Review	20	10	
RSA4 Reviews	5	5	
Minor Local Safety Schemes	5	5	
Front Street / Askham Lane LSS	10	10	
Wetherby Road / Ridgeway LSS	5	5	
Heworth Green / Eboracum Way LSS	3	3	
A166 / Bore Tree Balk LSS	10	10	
Danger Reduction Schemes			
2023/24 Programme Development	2	2	Local Transport Plan/ Council Resources
Reactive Danger Reduction	10	10	
a) Heslington Road raised kerbs	2	2	
b) Union Terrace car park refuge island	5	5	
Stockton Lane VAS	15	15	
Askham Lane / Ridgeway Roundabout DR	25	25	
Green Lane Roundabout, Clifton DR	1	2	
Jockey Lane / Monks Cross Link DR	3	3	
Wheldrake Lane / Elvington Road DR	15	20	
Black Dike Lane DR	5	5	
Speed Management Schemes			
2023/24 Programme Development	5	5	Local Transport Plan/ Council Resources
Alness Drive SMS	5	5	
Heslington Lane 20mph Zone Review	13	13	
Howard Link Rawcliffe SMS	3	3	
New Lane Acomb SMS	5	5	
Rawcliffe Drive SMS	5	5	
Irwin Avenue SMS	5	5	
Grassholme SMS	5	5	
2022/23 VAS Review	20	20	
Total Safety Schemes	287	278	
Scheme Development			
Future Years Scheme Development	50	50	Local Transport Plan
Previous Years Costs	50	50	
Staff Costs	200	200	
Total Scheme Development	300	300	
Total Integrated Transport	5,301	6,288	

2022/23 Transport Capital Programme	Current 2022/23 Budget	Proposed 2022/23 Budget	Funding Source
	£1,000s	£1,000s	
Active Travel Programme			
Cycle Schemes		62	Council Resources
Rougier Street/ Tanners Moat Cycle Gap			
Fishergate Gyratory Ped & Cycle Scheme			
Hospital Fields Road Cycle Improvements		60	
Skeldergate - Cycle Improvements at Build-outs		150	
Fulford Road - Frederick House Improvements			
Tang Hall Lane/ Foss Islands Path Access			
Nunthorpe Grove/ Southlands Road Improvements	554		
Nunnery Lane/ Victor Street - Puffin to Toucan			
Manor Lane/ Shipton Road Improvements		25	
Chocolate Works Riverside Path Improvements			
University East-West Campus Link			
City Centre North-South Cycle Route		25	
Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements			
Navigation Road One-Way	5	10	LTP Grant
City Centre Bridges	15	15	Council Resources
University Road (Heslington Hall) Pedestrian Improvements	95	95	Local Transport Plan
Active Travel Fund			
Active Travel Fund Tranche 2		233	Government Grant/ Council Resources
A1237 Ouse Bridge Cycle Route			
A19 Shipton Road Cycle Route			
A19 Shipton Road Phase 1 Interventions (New)		25	
A19 Shipton Road Phase 2 Active Travel Corridor Scheme	998		
City Centre Accessibility: St George's Field Crossing		148	
Wheldrake to Heslington Pedestrian & Cycle Improvements			
Acomb Road Cycle Lanes			
People Streets (Ostman Road)		50	
Active Travel Fund - Additional Funding			
Cycle Parking Improvements	150	25	Government Grant
People Streets (Clifton Green Primary & Badger Hill Primary)	200	60	Government Grant
Total Active Travel Programme	2,017	983	
Structural Maintenance			
Bridge Maintenance	397	397	Council Resources
Flood Sign Renewal	200	20	Council Resources
Total Structural Maintenance	597	417	

2022/23 Transport Capital Programme	Current 2022/23 Budget	Proposed 2022/23 Budget	Funding Source
	£1,000s	£1,000s	
Major Schemes			
Outer Ring Road	5,175	4,300	Government Grant
York Station Gateway	5,385	5,385	Government Grant
City Centre Access & Security (HVM)	3,442	920	Council Resources
Haxby Station	2,500	635	Government Grant/ Council Resources
Tadcaster Road Transport Improvements	1,317	1,717	Government Grant
Castle Gateway Transport Improvements	50	50	Government Grant
EV Fleet Infrastructure Upgrade	1,355	1,355	Council Resources
Hyper Hubs	326	513	Council Resources
Electric Vehicle Charging	337	150	Council Resources
Smarter Travel Evolution Programme	618	270	Government Grant
Scarborough Bridge Cycle Schemes	270	160	Government Grant/ Local Transport Plan
Clean Air Zone	20	20	Council Resources
ZEBRA Grants	3,401	3,401	Government Grant
Total Major Schemes	24,198	18,878	
Total Programme	32,114	26,566	
Overprogramming	378	234	
Total Budget	31,736	26,333	

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Decision Session – Executive Member for Transport**17 January 2023**

Report of the Director of Environment, Transport and Planning

Stadium Parking Impact – Huntington Area TRO Consultation**Summary**

1. The report considers the representations received to the Consultation to introduce parking restrictions in the Huntington area due to obstructive parking that has been occurring on stadium match days. The Executive Member will be asked to make a decision on the implementation of the proposal.
2. This report will also provide information on the future of the Experimental Traffic Regulation Order (ETRO), which was put in place for the Residents Parking Area on Forge Close and Saddlers Close. The Executive Member will be asked to decide on the future operation of the scheme and if future charges are to be brought into operation should the scheme continue to operate.

Recommendations

3. The Executive is asked to:

- 1) Approve the proposal for 'No Waiting at any time' restrictions in the Priory Wood Way area as proposed.

Reason: The introduction of junction protection at these locations will increase safety at these locations subject to obstructive parking on match days and allow York Council Civil Enforcement Officers to enforce the restrictions against obstructive parking.

- 2) Approve the Advertisement of further restrictions on the streets mentioned within this report and to delegate authority to the Director of Environment, Transport and Planning to approve where to propose restrictions, with any objections received to the Statutory Consultation

to be reported back to a future Executive Member for Transport Decision Session.

Reason: To respect the views of the residents on those streets about their requests for additional restrictions to help with issues related to match day parking.

- 3) Approve the removal of the Experimental Residents Parking Scheme from Forge Close and Saddlers Close.

Reason: To respect the views of the residents who objected to the making of the Experimental Order permanent in response to the consultation.

Background

4. As part of the development of the new sport stadium in the Huntington area, there was an experimental introduction of parking restrictions in the area to try and reduce the impact on residential streets. It was not clear how spectators would choose to travel to the stadium and to what extent the on-street parking levels would be affected. The initial roll out of restrictions comprised of the introduction of single and Double yellow lines on New Lane and the introduction of the ETRO for the residents Parking Scheme on Forge Close and Saddlers Close, which were the nearest residential streets to the stadium.
5. The Council received complaints from residents and Ward Cllrs about an increase in parking on some streets in the Huntington area on match days. The reports were not restricted to one street and the Council's Civil Enforcement Officers had reported an increase in parking but not in contradiction of the current restrictions in the area.
6. A consultation was undertaken with resident about the impact of stadium parking on street, the results of the consultation were reported to the Executive Member and a decision was made to propose the introduction of 'No Waiting' Restrictions on some streets in the Huntington Area. A proposal (Annex A) was created to introduce restrictions at junctions to remove the obstructive parking away from the junctions, which was affecting vehicle access/egress into/out of the streets. We posted the Statutory consultation documents (Annex B) to all affected properties on the 21st October 2022, to make residents aware of the proposal and provide them with an opportunity to comment on the proposal.

7. The ETRO came into operation on the 31st July 2021 for a period of 18 months, this was the second ETRO as the first one had to be revoked, when works to complete the stadium development were stopped due to the Coronavirus Pandemic. The charges for the permits which were required to park on the street during the Experimental period were initially waived, although residents were made aware that this would need to be re-evaluated if the scheme was to be made permanent.
8. A letter (Annex C) was sent to all properties within the area of the residents parking scheme on 21st November 2022 to enquire about their views on the scheme and the potential introduction of charges for the residents parking area.

Consultation

'No Waiting' Restrictions Consultation

9. The proposal for the 'No Waiting at any time' consultation received 13 representations to the proposal, two of which were in favour (Annex D), 6 in objection (Annex E) and 5 to provide information on other areas of concern (Annex F).
10. One of the representations received in favour was initially against the proposal for No waiting restrictions at the junctions, as it was wrongly believed that the proposed restrictions would apply to in the whole area. When the reasoning for the proposal and confirmation of the extent of the proposal was explained to the resident, they felt it was a sensible proposal and withdrew their objection and were in favour of the proposal. The other representation in favour did also have some queries about how it would affect the parking of their vehicles, once the proposal was explained in more detail, they were happy with the proposal.
11. Three of the six objections to the proposal were in relation to residents concerned that the restrictions would remove available parking for visitors or trades people, which would be to the detriment of the residents. The response also queried why the area needs a restriction that is in place all the time when the parking activity associated with events at the stadium is only an issue every couple of weeks and only for 3-4 hours at a time.
12. There was concern that the introduction of restrictions at the junctions will encourage more vehicles to park on nearby narrow side streets like Oak Glade.

13. The responses also questioned why the stadium management are not doing more to encourage public transport or working with Vangarde management to allow parking and provide more information about when it is allowed, as there appears to be a misunderstanding about the eligibility for stadium parking at night-time matches.
14. One resident did also question the wording on the stadium website, as it stated that parking nearby and walking to the stadium may be a good option. On further investigation the statement was not on the stadium website - it was on another website, which was providing information about the stadium for visiting fans during the Rugby World Cup. The company responsible for the website have since been contacted and requested to amend the website which has now happened.
15. The consultations also encouraged other residents in the Huntington area to contact the Council about issues with parking in the area, with two responses highlighting the issue on the link road between Anthea Drive and Whenby Grove. The residents are highlighting issues with vehicles parking close to the junctions, which is causing issues with vehicles accessing and exiting the street. A resident did provide information about a dangerous manoeuvre, which nearly resulted in a cyclist being knocked off their bike, a contributing factor was the line of parked vehicles which the cyclist had to overtake.
16. The consultation also resulted in receipt of concerns from a resident about parking on New Lane (between Jockey Lane and Priory Wood Way), which is seeing an increase in long term parking along that section of the road, which cannot be associated with the stadium. The resident in question did actually suggest that the area should have a 4 hour limit, to enable the area to be available for parking for church goers and parking for the stadium.
17. The other areas that have been asked to be reviewed were Brockfield Park Drive area and Straylands Grove (between Malton Road and Elmfield Terrace). In Brockfield Park Drive area it has been reported that the situation has got gradually worse over time and obstructing vehicles from leaving their streets. The issue raised on Straylands Grove has been associated to the stadium and Dog walkers utilising the Monk Stray, which is obstructing the view of vehicles accessing Straylands Grove from Elmfield Terrace.

Residents' Parking ETRO Consultation

18. The proposal for the Residents Parking ETRO received only one representation to the experimental Order, which was against the permanent introduction, this was received within the first couple of weeks of operation. As no further information was received from residents of the Residents Parking Area, it was decided to write to residents again to discover if their views had changed and to enquire about their views on pricing plan for the permits should it be made permanent.
19. The additional consultation letter received 14 responses: 2 in favour (Annex G) of making the Order permanent and 12 against (Annex H) the continuation of the Residents' Parking Zone.
20. The two comments in favour of the scheme would like to see it made permanent due to the positive impact the scheme has had, when the stadium was initially opened there was an issues until enforcement began and the street is no longer seeing a parking issue. One resident would like the permanent Order to be made due to the issues that other streets in Huntington are having and thy fear that those issues will be seen on their street if the Residents Parking Scheme is removed.
21. Only one resident in favour of the scheme would be willing to pay the charges to ensure that the street is protected, the other resident does not have off street parking and is concerned about the cost, as they have 2 vehicles (one is a works vehicle), that need to be parked on street and require a permit.
22. The representation against the making permanent of the Residents' Parking Scheme for Forge Close and Saddler Close are in the main to do with residents not feeling that the scheme is required and concerns about the cost that residents would pay for the scheme. They do not feel the charge for a full year would be justified when the scheme would only be in operation on match days.
23. There were some representations stating that the scheme has not been helpful for residents and the enforcement of the restrictions have only been against residents and their visitors, who were not aware of when match days are, this has led to confusion as information on the match days is not made available to the residents. There were also representations that stated that the streets did not receive enough enforcement to justify the scheme operation.

24. The residents do not feel that the street layout lends itself to high levels of additional parking and there is not currently a problem with parking on the streets. The majority of the residents have off-street parking and therefore do not require permits. The scheme would therefore be to the detriment of the properties without off-street parking who would be required to purchase permits for their vehicles.
25. The restrictions for the experimental order only allow for enforcement on match days at the nearby stadium but the street does see parking for people attending the nearby church and this does not create any problem for the street. It has been stated that the parking of vehicles during matches would be limited and for a short duration of time on each occasion.
26. Some of the representations have questioned how the experimental Order has been evaluated and how can it be judged as the stadium was not operational when the experimental restrictions came into force.

Options

'No Waiting' Restrictions Consultation

27. **Option 1: Implement the restrictions as proposed.**
This is the recommended option as it will protect the junctions and remove obstructive parking that has been reported within the area.
28. **Option 2: No further action**
This is not the recommended option as it will leave the area open to obstructive parking and not address the safety concerns raised by residents and Ward Cllrs.
29. **Option 3: Advertise Additional restrictions**
This is the recommended option as it will help to address the safety concerns raised by residents in the areas mentioned within the report.

Residents' Parking ETRO Consultation

30. **Option 4: Make the Residents Parking Permanent with charges**
This is not the recommended option as the residents are not in favour of the continuation of the scheme and do not feel that they should have to pay for the stadium having a lack of parking.

31. **Option 5: Make the Residents Parking Permanent without charges**
This is not the recommended option as the residents are not in favour of the continuation of the scheme as they do not feel that there is a benefit to making the order permanent.
32. **Option 6: Remove the Residents Parking Scheme**
This is the recommended option, as resident parking schemes have always been resident led and the residents are not in favour of the continuation of the scheme.

Analysis

'No Waiting' Restrictions Consultation

33. The restrictions proposed in the consultation were to introduce waiting restrictions at the junctions for 10m in each direction, to help increase safety at the junctions, to help vehicles access/egress the streets safely. The proposal will still provide the Council Civil Enforcement Officers an opportunity to enforcement obstructive parking close to the junctions, this has not been proposed to restrict the parking activities of residents/visitors.
34. The proposal will not remove vehicles from parking on the streets whilst visiting the stadium for sporting fixtures, this could only be managed with more extensive restrictions or a Residents Parking scheme but previous consultations with residents indicate that they would not be in favour of such a proposal. A residents parking scheme or more extensive parking restrictions are likely to be more restrictive for the residents than the impact of vehicles parking whilst visiting the stadium during sporting fixtures.
35. The information provided on the additional areas has highlighted a safety issue on the Link Road between Anthea Drive and Whenby Grove and Brockfield Park Drive area, as they do seem to be a popular streets to park during sporting fixtures but the vehicles are causing an obstruction to other road users. Theses streets were subject to the original consultation and the residents were not in favour of extensive restrictions or Residents Parking, so any proposal for the streets are likely to be in line with the current proposal and provide junction protection to make it easier to access/egress from the Link Road and the roads off Brockfield Park Drive.

36. The issues reported on New Lane and Straylands Grove is not solely a result of the stadium and relates to other contributing factors. The area on New Lane has previously been proposed for restrictions prior to the stadium opening and the local community requested that restrictions should not be placed along this stretch to allow for some visitor parking for residents and the Church. The stretch of Straylands Grove that has been highlighted as an issue does have 'No Waiting at any time' restrictions at its junction with Malton Road, these were introduced to remove vehicles from parking too close to the junction whilst visiting Monk Stray. The issue of vehicles parking in this area predates the stadium but this has provided another contributing factor for the area and as there are no restrictions at the Elmfield Terrace Junction, it is creating a large problem which needs to be reviewed.

Residents' Parking ETRO Consultation

37. The responses from the recent consultation do indicate that the residents of Forge Close and Saddlers Close are not in favour of making the Resident's Parking area permanent. The council has always stated that residents' parking schemes will be resident led so the resident's response to this consultation should be listened to.
38. The residents enquiring about how the experimental Order will be evaluated are correct that there was not a base line as the stadium was not operational when the restrictions came into operation. The impact on the other areas of Huntington would indicate that the Residents' parking area is required, and the area will see an increase in parking levels on match days if the restrictions is not made permanent.
39. It was reported by one objector that they do not see an issue on the street due to the signage at the entrance, it should be noted that if the residents' parking scheme is removed so will the signage that has deterred people from parking on the street.

Council Plan

40. 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

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

Implications

41. This report has the following implications:

Financial – The implementation of any approved restriction or further consultation of any proposed restrictions will be funded from funds deposited by the Stadium Management group under a Section 106 Agreement to fund any required amendments to the Traffic Regulation Order.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load.

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). The impact of the recommendation on protected characteristics has been considered as follows:

- Age – Positive, the introduction of parking restrictions at the junctions will remove obstructive parking near the junctions and improve visibility for residents crossing at the crossing points for all age of resident;
- Disability – Positive, the introduction of parking restrictions at junctions will remove obstructive parking blocking the dropped crossing points at the junctions and to help provide a safe crossing point;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Neutral;
- Race – Neutral;

- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral;
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral.

Legal – The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient, and safe movement of all types of traffic. The Council regulates traffic by means of traffic regulation orders (TROs) made under the Road Traffic Regulation Act 1984 which can prohibit, restrict, or regulate the use of a road, or any part of the width of a road, by vehicular traffic. After the public notice of proposals for a TRO has been advertised, any person can object to the making of the TRO. The recommendation in this report requires the decision maker to consider all objections received during the statutory consultation period before deciding whether to make the TRO unchanged/without modifications or to make it with modifications that reduce the restrictions or not to proceed with it. This will enable the Council to comply with the requirements of both the Road Traffic Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Crime and Disorder – None

Information Technology – None

Land – None

Other – No other implications identified.

Risk Management - There is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

Darren Hobson
Traffic Management Team
Leader
Transport
Tel No. (01904) 551367

Chief Officer Responsible for the report:

James Gilchrist
Director for Transport, Highways and
Environment

Report Date 6/1/2023
Approved

Specialist Implications Officer(s) List information for all

Financial:

Name Jayne Close
Title Accountant
Tel No. Tel No. 01904554175

Legal:

Name Gerard Allen
Title Senior Lawyer
Tel No. 01904 552004

Wards Affected: **Huntington**

All

For further information please contact the author of the report

Background Papers:

<https://democracy.york.gov.uk/documents/s158942/Stadium%20Parking%20Impact.pdf>

Annexes

Annex A – Huntington Proposed Restrictions

Annex B – Residents Letter Huntington

Annex C – Experimental Residents Parking Letter

Annex D – Representation in Favour to Parking Restrictions

Annex E – Objections to Parking Restrictions

Annex F – Issues in the Stadium Area

Annex G – Representation in favour of Permanent Residents Parking Restrictions

Annex H – Objections to the Residents Parking Scheme

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West Offices
Station Rise
York
YO1 6GA

Contact: Darren Hobson
Tel: 01904 551367
Email: darren.hobson@york.gov.uk
Ref: ADB/DH/528

Date: 21st October 2022

Dear Occupier

Proposed Waiting Restrictions – Huntington

It is proposed to introduce 'No Waiting at any time' restrictions in Doriam Avenue, Firwood Whin, Hawthorn Spinney, Merlin Covert, Oak Glade, Priory Wood Way and Willow Glade, Huntington to the extent described in the 'Notice of Proposals' (Notice) and as set out in the plan. This is to maintain safety at a location being adversely affected by indiscriminate/obstructive parking on match days at the nearby sports stadium. Should you require any further information in regard to this item then please contact the project manager, Darren Hobson, telephone (01904) 551367, email darren.hobson@york.gov.uk.

I do hope you are able to support the proposal but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice of Proposals, to arrive no later than the date specified in the Notice.

Yours faithfully

Darren Hobson
Traffic Management Team Leader
Network Management

Enc. Documentation

Cc – Cllr K. Orrell; Cllr C. Runciman; Cllr C. Cullwick

**CITY OF YORK COUNCIL
NOTICE OF PROPOSALS**

**THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/56)
TRAFFIC ORDER 2022**

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

Introducing 'No Waiting at any time' restrictions in Huntington, as follows:

- (a) Doriam Avenue, on both sides, between the projected southern kerblines of Priory Wood Way and a point 10 metres south from the said line;
- (b) Firwood Whin, on both sides:
 - (i) between a point 10 metres north from the projected northern kerblines of Priory Wood Way and a point 10 metres south from the projected southern kerblines of Priory Wood Way;
 - (ii) between the projected southern kerblines of Willow Glade and a point 10 metres south from the said line;
- (c) Hawthorn Spinney, on its east side, between a point 10 metres north from the projected northern kerblines of Priory Wood Way and a point 10 metres south from the projected southern kerblines of Priory Wood Way
- (d) Merlin Covert, on both sides, between the projected northern kerblines of Priory Wood Way and a point 10 metres north from the said line;
- (e) Oak Glade, on both sides, between a point 10 metres north from the projected northern kerblines of Priory Wood Way and a point 10 metres south from the projected southern kerblines of Priory Wood Way;
- (f) Priory Wood Way, on both sides:
 - (i) between a point 10 metres east from the projected eastern kerblines of Oak Glade and a point 10 metres west from the projected western kerblines of Oak Glade;
 - (ii) between a point 10 metres east from the projected eastern kerblines of Firwood Whin and a point 10 metres west from the projected western kerblines of Firwood Whin;
 - (iii) between a point 10 metres east from the projected eastern kerblines of Merlin Covert and a point 10 metres west from the projected western kerblines of Merlin Covert;
 - (iv) between the eastern kerblines of Hawthorn Spinney and a point 10 metres east from the said line;
- (g) Willow Glade, on its south side, between a point 10 metres east from the projected eastern kerblines of Firwood Whin and a point 10 metres west from the projected western kerblines of Firwood Whin

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 11th November 2022.

Dated: 21st October 2022

Director of Place

Network Management, West Offices, Station Rise, York, YO1 6GA

Email: highway.regulation@york.gov.uk





Customer Address

Economy and Place

West Offices
Station Rise
York
YO1 6GA

Tel: 01904 551367
Email: darren.hobson@york.gov.uk

Date: 21st November 2022

Dear Resident

Experimental Residents Parking Scheme

The experimental residents parking scheme which was introduced in Forge Close and Saddlers Close will come to an end on 30th January 2023. The Council have not received any representation to the experimental Order; therefore the Order could be made permanent.

In the letter dated 30/07/2021, it was stated that “because this zone is to be introduced on an experimental basis the cost is being waived, though this will have to be re-evaluated if it is decided to make the zone permanent. Hence, please bear this in mind when making your response to the experiment.” As stated above no representations were received, so the Council are unsure of the impact of introducing charges will have on residents’ perception of the scheme. The Council do not want to make any formal decision on the permanent introduction of the scheme whilst it is unclear on Residents’ views associated to charges. The cost of residents’ parking permits can be found on the Council’s website (www.york.gov.uk/ParkingPermitCosts), the Council would like to understand in more detail the impact of introducing charges for this ResPark Scheme.

We are therefore requesting that residents respond with their views on the potential charges and how it will affect your views on the scheme continuing and been made permanent. Representations will need to specify reasons for the representation, whether they are in support or objection. The representations should be sent in writing to myself and arrive no later than Sunday 11th December 2022.

It is proposed that all representations on this matter will be presented to the Executive Member for Transport at a decision session on 17th January 2023.

Yours faithfully

D. Hobson

Darren Hobson
Traffic Management Team leader
Network Management

About Residents' Priority Parking Scheme (ResPark)

Within a ResPark zone a range of permits are available; visit: www.york.gov.uk/ParkingAndPermits for details.

Most residents will obtain a **Household Permit**. Tenants can apply in their own right although we also ask tenants to make their landlords aware of the scheme.

Your new permit will be allocated to a vehicle number plate (known as the vehicle registration mark, or 'VRM') of your choice. Using our Permit Portal, you'll be able to change the allocation of a permit to another vehicle (for example, if you have a courtesy car, or need to park another of your cars on street).

Residents can obtain additional permits if you need them. You can also register visitors (by the day) online.

Discounted permits are available for low emission vehicles and there's a surcharge for some higher emission vehicles.

Permit Type	Discounted rate	Standard rate	Premium rate
Household	£49.98	£99.95	£139.00
Additional (1 st)	£100.00	£200.00	£280.00
Additional (2 nd)	£200.00	£400.00	£560.00
HMO residents	£87.50	£175.00	----
Business	£220.00	£440.00	----

AS a resident of firwood whin i am all in favour of parking proposals to be implemented.

However i do have two queries for clarification:

MY son has a company van parked outside our address

he works normally 05.30am to 18.00 pm how will this affect him , will there be a resident permit available.

Secondly we have three vehicles on our drive and have need to move them around as the need arises

how will this affect this situation .

Any information you can give to assist in these queries would be appreciated.

THANK YOU FOR YOUR LETTER OF 21 OCTOBER 2022,
REGARDING PROPOSED WAITING RESTRICTIONS IN OUR STREET,
AND THE SURROUNDING AREA.

I WOULD LIKE TO OBJECT IN THE STRONGEST
POSSIBLE TERMS, TO ANY RESTRICTIONS WHATSOEVER BEING
INTRODUCED IN THIS AREA.

ANNUALLY, ACROSS FOOTBALL AND RUGBY, THERE ARE
AROUND 40 SIGNIFICANT (ie. COMPETITIVE PROFESSIONAL) GAMES
AT THE STADIUM. AS SUCH, THERE ARE AROUND 325
DAYS PER YEAR, WHEN THERE ARE NO VEHICLES PARKED
IN OUR STREET. ARE WE SERIOUSLY CONSIDERING PARKING
RESTRICTIONS, BASED ON 40 DAYS A YEAR, 3 HOURS AT
A TIME, TOTALING 120 HOURS PER YEAR, WHEN THERE
ARE PERHAPS TWO DOZEN OR SO CARS PARKED IN
OUR STREET? I HAVE NEVER COME ACROSS A BIGGER
OVER-REACTION, TO WHAT I CONSIDER TO BE A NON-ISSUE
IN ALL MY LIFE.

I LOOK FORWARD TO YOUR REPLY, AND TO
A U-TURN ON THESE PROPOSED PLANS.

I am a resident of Priory Wood Way, YO31. I handed a letter in at West Offices on 9 November, objecting to the proposed waiting restrictions which are planned for our street, and the surrounding area. I am hoping at this point that you could reply to this message, to acknowledge receipt of my letter, as I am anxious to know that it reached you before the deadline for objections, which was stated as 11 November

Sorry for the delay in responding, I have had some leave, which has delayed the response. I can confirm that the letter was received by the reception on the 9th November.

Thank you for your comments on the proposal for Waiting Restrictions in the Huntington area.

The proposal has been made following consultation with residents in the area. The council received concerns about vehicles parking too close to junctions, making it difficult to enter and exit the streets, this consultation was undertaken to obtain residents view on a defined proposal. If introduced the proposal will only restrict parking at the junctions (10 metres in each direction) and has not been proposed to inconvenience residents.

The report on this matter will be taken to a decision session with the Executive Member for Transport on 17th January 2023 and the report will be available to read 7 days before the meeting online at the link attached

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=13553>).

Thank you for your reply and comments. I think I have misunderstood the plans - I am looking at the picture on the reverse of your letter of 21st October. Given what you have said in your e-mail, I think I am now right in saying that the restrictions will only apply at the junctions, i.e. the curved, hashed areas on the diagram, and that no restrictions will apply along the 'straight' portions of the road ?

I can confirm that the restriction will only be put in place around the junction as shown in the black hatched marking on the attached plan.

As the proposal is only for junction protection, does this change your mind and original objection on the matter.

Thank you, that has put me at ease. Sounds like the best, sensible proposal, to only restrict on each of the corners. No objection to that from me.

I would like to object to the proposals made regarding the No Waiting restrictions in Huntington.

My late husband has recently been seen by doctors and nurses all through the day and night, having to park outside in the street. I have no idea how we would have coped had these restrictions been in place during his lifetime.

The number of hours that we have cars parked in the street because of the football is very limited compared to the hours that are needed by visitors, workmen, emergency services etc for parking.

By putting these restrictions in place you will be making life so much more difficult for the residents instead of us putting up with the extra parking for a short time each week.

I would be delighted if you would reconsider these restrictions and make life much easier for the residents.

As an alternative perhaps you could put cones out on match days, or make it residents only parking where we are all given tickets to give to our visitors.

I look forward to hearing from you in the near future.

I have sent you some photos of bad parking from football fans over the last few months. I've rang the police on a few occasions about parking. I have also asked some of the drivers why they are parking on Priory Wood Way and also Oak Glade. Why on earth would the York Council put yellow lines on the corners of Priory Wood Way and Oak Glade? All this would do is move the cars into Oak Glade which is only a narrow street. Why can't you just make it residents parking only?

I am a resident of Priory Wood Way, which is now suffering from the parking problems created by LNER stadium. Just browsing some information about the stadium on their website I have seen that they actually encourage people attending to park in residential streets, this includes mine. It states:

"Though a good option on match days if you can get a space, it may be easier to park nearby, and walk a short distance to the ground"

Is this what was always going to be the case when the stadium location was chosen? Surely the massive empty car park at John Lewis, Vanguarde, would be an ideal place for visitors to park, with no cost to them? I have recently been informed someone has decided to put double yellow lines all over junctions on nearby streets instead. That is not a remedy to the problem, all that is going to do is push the cars over a larger area and residents that are not affected at the moment will become affected.

Could you suggest to LNER stadium to not advertise residential streets as a parking option and instead highlight the parking available at Vanguarde?

I am not in support of any restrictions being put in place on the streets/residents. Yellow lines, permits or any other ideas that will affect residents are not a sensible option. As a resident I feel I'm in a lose/lose situation. Our options are let people visiting the stadium park outside my house or enforce restrictions which would affect me every day.

I live at Priory Wood Way and this is the standard of parking for today's match outside my house. I do not mind sensible parking on the street outside but in my opinion this is not acceptable, the vehicle is parked on the pavement. It is ruining the grass and causing an obstruction.

With regard to your letter regarding the proposed waiting restrictions in Huntington, I vehemently object to this proposal as a resident of the affected streets.

I only have off road parking for my car, my daughters and grandchildren visit me regularly and park responsibly outside my house, as do other members of my family.

This seems an awful lot of unnecessary work and expense not to mention inconvenience for residents, for the sake of a few vehicles parking for no more than three hours every fortnight, and not withstanding football is a seasonal game, I am also aware through conversation with local takeaway and grocery retailers on the Brockfield estate that match days bring a significant and welcome increase in trade.

Maybe the City of York Council should be in consultation with the private parking companies who police the existing retail parking areas at Monks Cross, Vangarde, Park & Ride etc. It was these companies after all that imposed parking time restrictions on these sites in conjunction with the opening of the eight year overdue and over budget stadium, why penalise local residents to resolve an issue that isn't really an issue.

What worries us about waiting restrictions on our street is what if we have visitors or tradesmen working at our house who need to leave their vehicles in the street for some time, say all day or even overnight. We probably have the shortest & narrowest drive in the street so it's not always possible to fit an extra vehicle up to our own car on our drive. We also wonder what is the difference between a waiting restriction (is that with a driver sat in the vehicle) & a full blown double yellow line "no parking" area. No restrictions with stadium goes parking in our street would be preferable to a complete parking ban at all times.

Thanks for the reply. Saturday was indeed a non-typical weekend down Anthea and its offshoots in terms of volume and, for me, the volume is not really the issue. It is the fact that they are parking so close to, and often opposite, the junctions.

On the 8th Oct. as I was taking some pictures, a cyclist (yellow jacket) was nearly knocked off her bike at Whenby / Anthea junction as she had had to go into the middle of the link road to overtake a line of parked cars on the approach to the junction. The dark coloured Range Rover overtook her before pulling across to turn left (Whenby1).

Straight after this (Whenby 2), the junction was locked as the car on the verge was preventing the car coming out of the link road and the car parked on the junction meant that the following car was blocking entry to the car turning in. I'm sure it is just a matter of time before somebody is injured.

We have reported this area for potential TROs previously following increasing problems at recent matches. However, looking at the photos some vehicles are parked on the junction of this link road and Anthea Drive. Is it an offence to park in this way ?

Last night was a rugby world cup match. It is very frustrating that supporters are using Huntington streets when it is free to park at Vangarde after 6pm.

Cllr D'Agorne suggested at a recent meeting that fliers be put on cars parked on side streets advising them of the arrangements for Vangarde - sadly Club websites have not done this.

The situation is getting more serious each week. We had a report that an ambulance could not get down a side street at a recent match,

Following on from my previous e mails regarding the road between Jockey Lane and Priory Wood Way. I would like to point out parking on the east side. We are beginning to get commercial vehicles parking for weeks on end they are just being left. Whilst I have no problem with parking as such I do feel a 4 hour time limit would stop this. I was watching a pensioner with a walking aid attempting to cross at the crossing. She clearly was not able to negotiate as she could not see the traffic coming along from Huntington. Would a four hour waiting be a detriment to stadium users and church users? Also you have no restrictions on the west side at present except for weekends. This causes a problem for residents living on the west side of the road attempting to access their driveways and obscuring the view pulling out. I hope you are able to address these issues.

This section of the road is extremely busy as I am sure you are aware and it worries me that there could be a serious accident before long.

I doubt this is the first email you will have received about this issue from local residents...

I'll preface this by saying I love the new stadium and how it contributes to the local economy, I can get over the extra traffic and I can plan ahead on matchdays, and sometimes even attend which is fun! What is becoming an increasing problem is the way many attendees are parking.

Today there were three cars parked at the top of Monk Stray on Straylands, between Elmfield Terrace and Malton Road. Often dog walkers park here too, and it's dangerous not to mention illegal (and extremely lazy since there are other safe nearby places to park).

I was wondering if it's possible to raise matchday parking enforcement to the council? and also potentially double yellow lines on that part of the road as a deterrent?

York City Football and Rugby Match day parking. I live just off Brockfield Park Drive and the level of parking on match days is getting ridiculous. People are dumping cars down every street and last night I couldn't even get my own car down the street due to the way people had dumped there cars, something needs to be done to address this matter.

Thank you for your letter that I received this morning.

I strongly feel that the parking restrictions need to stay in place.

On match days initially parking was horrendous with people even using the patch of grass as a car park. Due to the traffic wardens issues tickets this issue has significantly reduced.

I feel it is unfair to impose a parking cost here.

We would be in essence paying a yearly parking permit for the sake of match days.... The paper permits are working and are cost effective sent out once a year.

1-12 Forge close are social housing properties and the only ones in the area without drive ways. We will be impacted on the most as we have no-where else to park.

I have a work van that I park here rather than at the offices, so would have to purchase 2 yearly parking permits.

We are in support of the permit parking scheme. We will be happy to pay for the permit scheme when it is introduced in full.

It's evident from the state of other nearby streets – and the amount of people that try to park on our street in spite of the permit zone – that were the permit parking scheme not in place, Forge Close would be an absolute nightmare on match days.

Our only feedback on the scheme really would be that the signs are not very prominent (therefore some people miss them and park here anyway, albeit a reduced number) and that we have only seen enforcement officers on a handful of occasions.

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I am writing to you in reference to the Experimental Residents Parking Scheme been made permanent in Forge Close and Saddlers Close. After been able to park outside my own property free for over 20 years, I do not feel it is necessary for parking permits to be now introduced. Especially as this is mainly due to the fact that a sports stadium was built with nowhere near enough parking spaces needed. So I am not willing to pay for someone else's short sightedness. Plus the fact it was originally trialled for match days, So I would be paying for days where parking restrictions certainly are not needed.

With regard to the proposed Residents parking Scheme at Forge close. We are unhappy with having to pay to park in our own area due to the community stadium, The disruption caused by the stadium is minimal and therefore feel it is unfair on the residents to pay to park for a few days disruption, If you feel the scheme needs to be enforced we feel that each household should be given at least one free permit with an option to purchase more if needed.

We are **not in favour** of continuing the residents parking scheme which was brought into operation on completion of the community stadium. We think its extreme to continue with the scheme as we don't get many cars parked in our street and in fact the parking tickets handed out have been to family of residents who had a legitimate reason for parking in the street – which is annoying. We think the experiment has acted and will continue to act as a deterrent for community stadium parkers to use our street. What would be useful is if we could have a sign in the street reminding people that it is residents and guests parking only.

I have received your letter dated 21/11/2022 in regard to the changes of the Permits that will be taking place on my street Saddlers Close. I feel charging for permits for members of my family to visit me, is just sheer greed from the council. It's not like I can buy a permit and its transferable – its allocated to a registration number. There has been times in the past when I have had workmen at the house and they have parked outside my house. I have given them the R66 permit – but how would this work in future? Also If I was to buy a permit and allocate it to my car – why should I park on the street – when other cars have been knocked and scaped as the close is used as a pick up and drop off area on match days? The council are very happy and quick to give fines on the close to residents that have by there own fault forgotten to put their permit in their car window, but when the church car park over the road is full and

people park on a Sunday morning outside my house with no permit – that's fine.

As you can tell from the tone of this email I object to paying for permits so my family can see me and park up knowing this will not get a parking ticket.

Can you please acknowledge receipt of this email and that it will be discussed on 17/01/2023.

I am writing in response to your letter dated 21st November 2022 regarding the Experimental Residents Parking Scheme in Forge Close and Saddlers Close. I object to the Council's proposal of making the Experimental Parking Scheme permanent. The reasons for my representation IN OBJECTION are as follows:

Reason 1. There is simply unnecessary and no ground for the existence of a parking scheme.

The neighbourhoods and drivers who park in Saddlers Close have been very self-conscious and considerate. Currently all residents are keeping their cars in the house area or in the private flat parking area that there were no obstructions or disturbance found in the Saddlers Close. I cannot see any benefits from the scheme, especially on the residents' side. On the contrary, roads in Saddlers Close are narrow and unlikely appropriate to let vehicles park aside on the road for a long time (please do a site visit in Saddlers Close), I doubt the scheme may bring an unwanted outcome to let residents park their vehicles outside their houses and 'legally' obstruct the street when they are willing to pay for a permit. I also wonder if the Council's trucks can come into the Close for waste and recycling collection when the Council allows parking on the road and makes this arrangement permanent.

Reason 2. The idea of charging (punishing) drivers for parking in a 'non-busy residential area' is wrong.

Non-residents coming to park in the Close is a consequence of poor city planning and it is ridiculous to make us pay the price. People need to drive and park for visiting their family and friends, shopping or seeing a match. These are basic needs and people are finding their own ways to cope without complaining. It is too harsh to punish people with money during this hard time.

Reason 3. Negative impacts on residents of Saddlers Close are expected. Our builders, gas engineers, friends, family members will be charged if they would like to stay for more than 10 mins. That means the residents may very likely need to pay for the incurred charges hereafter. The online registrations and payments make life even more complicated and difficult. Having chosen to live in a village in York,

I didn't expect the costs of such a parking scheme and the fuss that it would bring.

I hope the Council would understand local people have been facing a very difficult time when all living costs have been rising, this scheme which brings no benefit to the residents in Saddlers Close but incurs extra spendings will surely be unwelcome. Please listen to us and cancel the money-driven order permanently.

Moreover, it would be helpful if the Council could provide residents with more background information of the experimental scheme in the letter. There are new residents around Saddlers Close and they might struggle to understand what's happening, given that the information on the Council's website is limited.

May I request my letter to be treated as an official representation. Thank you.

This is a response to your letter of the 21st of November concerning the Experimental Residents Parking Scheme.

The previous letters (starting on the 27/01/2020) were sent just before and during a global pandemic when the stadium was closed. It is therefore unsurprising that few answered it, but it is good that this reminder has been sent allowing the residents an opportunity to respond.

First, and foremost, we own our property and according to the title deeds, that includes the section up to the hedge at the front of the property. If this scheme is to be made permanent that would mean that we, and other property owners would be charged for parking on our own land, which is unfair.

Second, while the prices are not exorbitant, if the scheme is made permanent, this will impose another expense on households during a time of economic recession, record inflation, and sky high energy prices. The available public transport infrastructure in York is generally abysmal which means that owning a car is a necessity for most people.

Third, according to the original letters, imposing the experimental parking restrictions was aimed at determining whether this was a viable solution for preventing stadium visitors from parking in residential streets. However, since the parking restrictions were in place before the stadium reopened, how will the Council determine the impact of not having restrictions in place, without repeating the experiment without the restrictions?

Please can you inform us where and how the details of the evidence obtained by the experiment will be published?

If the evidence points to such a parking scheme being necessary to prevent stadium patrons parking in a residential street, it seems that a

better solution would be to charge the stadium for parking permits which would apply during and around the times of events. In conclusion, given the points stated above, we object to the scheme being made permanent at this time. We would hope that if the restrictions are removed, the Council would continue to monitor the situation and provide options for residents if nuisance parking later becomes an issue.

I write further to receipt of the letter sent to residents regarding the completion of the residential parking experiment in Saddlers Close in relation to the stadium.

I forward here the emails (below) which I sent at the beginning of the scheme. My mind has not been changed at all.

I would like this restrictive residents parking scheme removing at the first available opportunity. I do not want it. I never have wanted it.

I think it is complete overkill, unnecessary and prohibitively expensive to residents to solve a parking issue which causes little disruption on our road.

At the moment I cannot afford to heat my house let alone pay ridiculous charges like this. For two cars, your fees are extortion. The match day parking is short duration and does not warrant all these restrictions which will be placed onto residents (visitor parking etc for 24 hours a day 7 days a week) just so a couple of people don't park down the street on match days.

I would like it to be recorded that I object in the strongest possible terms to this scheme.

I look forward to receiving updates.

I write to register my objection to making permanent the experimental parking scheme in Forge Close and Saddlers Close, Huntington, York for the following reasons:

- As a new resident I see no need for a parking permit scheme.
- Signage is not clear. I lived here for 4 weeks before I was made aware by the previous owner of my property that a scheme was in place. The fact that a scheme is in place had never come up in conversation with other residents.
- I could find no up to date information about the R66 residents parking scheme when I looked on the City of York Council website in October 2022.
- My understanding is that the experimental scheme was put in place to deter the number of cars parking in the area when matches take place at the LNER stadium. It is clear to me that visitors to the LNER stadium do not use this area for parking.

- At the most recent stadium match (Saturday 3 December 2022) no match visitors parked on Forge Close. I noted many people walking eastwards along Jockey Lane leading me to believe that they are parking elsewhere.
- During the Women's Rugby League World Cup there was no evidence that the area was being used for parking, including the day of the England match which witnessed a near capacity crowd at the stadium.
- I have never seen a warden checking vehicles.
- At most, on any given day, there are no more than 3 vehicles using the road to park.
- I have only noted one resident park on the road displaying a permit.
- The majority of residents park on the driveway to their house. They therefore have no need for a permit.
- A very small number of residents own two vehicles with limited driveway parking. Any parking scheme would be adversely expensive for them.
- A parking permit and an additional permit for visitors is not needed by residents.
- The cost of permits is unreasonably high. I do not foresee that residents with driveway parking would purchase a permit.
- A parking permit scheme would raise very little revenue.
- If the council believe that a residents' parking scheme is needed in this area, I would expect to see a proper survey undertaken to measure the number of vehicles using the area. I would also anticipate that data exists to measure the number of vehicles parking at Monk's Cross on match days.

I trust that my views will be taken into consideration when deciding the future of this experimental scheme.

I believe that the impact of visitors to the stadium parking in the area has not been as high as anticipated and that a Residents Parking Scheme is not warranted.

I reply to your letter dated 21st November 2022, regarding the experimental parking scheme, I would like to make the following comments on behalf of both adults at 36 Saddlers Close.

Firstly, the reason we did not make any representations to the experimental order was to allow as long as possible to monitor the impact of the Community Stadium and other associated facilities at Vanguard. It was difficult to make any representations early in the scheme, especially as part of the experimental period was during Covid.

We would like to make it categorically clear that we are opposed to the scheme continuing.

Clear, in the current climate, it wouldn't be financially viable for us, and even if it were, the scheme would not offer any value for money or maintain our quality of living at the location.

I have monitored the impact of the new community stadium, and there has been no noticeable difference to traffic flow at the location. I have noticed some increased parking further afield and appreciate some of this may come into our street if the restrictions are lifted.

However, the layout of our street makes it difficult for parking to cause any issues and in reality, there is very little room. A good test was the recent back to back rugby league World Cup games, which had no adverse impact.

The relatively short period of time matches are on for further minimises and almost eliminates any possible inconvenience.

We would like the parking scheme to cease as soon as possible.

This email is to notify my OBJECTION to a residents parking scheme for the reasons laid out below.

Firstly as i live in one of the social housing properties without a drive, this is unfair on myself and other social housing tenants over people who live in private bought properties with drives who would not need to pay for a permit.

Also the amount of times the Huntington stadium houses sports events a year does not justify the cost of permits.

Once again i OBJECT to any residents parking scheme on Forge close or Saddlers close

I write to you on the subject of a parking scheme in Saddlers Close. I do not wish to have a parking scheme in my street. We have no problem with people parking in our street. There are only a couple of off street parking spaces in the street and these are taken up by residents. I do not wish for me or any of my visitors to pay to park in my own street. We didn't ask for this you have forced this on us.

I have just received a letter from yourself, regarding the residents parking scheme which you are proposing for my street and Forge Close, and which you have asked for residents views.

Here are my views.

I am completely against the proposed development. I think that you are using a sledgehammer to crack a very small nut.

Parking in our street has never been an issue. Even on match days prior to the scheme being introduced on a temporary basis.

Have you ever been down our street? Apart from the flats, most of the houses have a double driveway, so can accommodate 2 vehicles easily. From my understanding, if we park on our own driveways then we do not need to purchase a permit to park. It therefore seems to be a money grabbing exercise at our expense. The street is also a very small cul-de-sac, with limited parking space other than our driveways, so as I say, we are never inundated with extra cars on match days, or other days for that matter. So why do we need a permit?

Even if someone did park on our street on match days, it is for a very short time, but we are expected to pay for a permit 365 days a year, 24 hours a day. Complete overkill in my eyes.

As for my own personal experience, my daughter and son in law were caught out parking at my house when they came to collect their children when I had been baby sitting. They arrived together, stayed for around 30 minutes, to discover on their exit that they had received a ticket! Apparently, it was a match day. A fact to which we were completely unaware, not being sports fans, and the fact that we get no notice of when matches are on. My daughter's car even had 2 wheels on my drive! Apparently, on disputing the fee, my son in law was told that he was being fined! It appears now we are on a time limit for guests. Ridiculous!

All in all, I am completely against this proposal and I would like this fact recording.

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