



Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 5 January 2010

Time: 4.00 pm

Venue: The Guildhall, York

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

10:00 am on Monday 4 January 2010, if an item is called in *before* a decision is taken, *or*

4:00 pm on Thursday 7 January 2010, if an item is called in *after* a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

Any written representations in respect of items on this agenda should be submitted to Democratic Services by 12.00 noon on Thursday 31 December 2009.

1. Declarations of Interest

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

- 2. Minutes** (Pages 3 - 16)
To approve and sign the minutes of the last Decision Session held on 1 December 2009.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00 pm on Monday 4 January 2010**.

Members of the public may speak on items on the agenda, an issue within the Executive Member's remit, or an item that has been published on the Information Log for the current session.

Please note that no items have been published on the Information Log for this current session.

4. Westminster Road Area Consultation and Survey Results (Pages 17 - 38)

This report brings to the attention of the Executive Member the key results of the vehicle surveys and questionnaire carried out in relation to the through traffic in the Westminster Road area, following the introduction of the Water End cycle scheme.

5. School Travel Planning process and the associated 'Safe Routes to School' initiative (Pages 39 - 56)

This report outlines the work that has been undertaken by the Council in partnership with schools to increase the number of journeys being made to school by sustainable modes of transport. The report also reviews the associated 'safe routes to school' initiatives which have been identified as part of the travel planning process.

6. Petition from Holgate residents calling on First York to amend the Nos. 5 Bus Route (Pages 57 - 64)

This report considers a petition presented to the Council earlier in the year asking them to make representations to First York to alter the route taken by the number 5 service to travel via Stonebow and not St Leonard's Place.

7. A19 Fulford Road Corridor Improvements - Consideration of a Petition (Pages 65 - 76)

This report considers a petition presented to Council in December regarding the proposed improvements at the northern end of Main Street, Fulford and seeks a decision as to if and how the scheme should be amended to address the issues raised.

8. Bootham - Cyclist Crossing Facility (Pages 77 - 100)

This report advises the Executive Member of the results of further investigations into the possible installation of traffic signals at the junction of Bootham/St Mary's/Bootham Park to provide a priority crossing over Bootham for cyclists.

9. Any other business which the Chair considers urgent under the Local Government Act 1972

Democracy Officer:

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail – jill.pickering@york.gov.uk

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

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Further information about what's being discussed at this meeting

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The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	1 DECEMBER 2009
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS ALEXANDER, PIERCE, R WATSON AND WISEMAN

48. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

49. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 3 November 2009 be approved and signed by the Executive Member as a correct record.

50. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been 12 Registrations to speak at the meeting under the Council's Public Participation Scheme. Details of these speakers are set out under the individual agenda items.

51. PUBLIC RIGHTS OF WAY - INVESTIGATION INTO THE STATUS OF GRANGE LANE, RUFFORTH

The Executive Member considered a report, which detailed all the available evidence to assist him in determining whether or not to make a Definitive Map Modification Order (DMMO) to add Grange Lane in Acomb and Rufforth to the Definitive Map of Public Rights of Way.

Officers reported that if it was determined that public carriageway rights were 'reasonably alleged to subsist', then having considered the provisions of the Natural Environment and Rural Communities Act 2006 it has also been concluded that, as none of the exceptions applied, public rights for mechanically propelled vehicles would have been extinguished. It would therefore be appropriate to record the route on the Definitive Map as a Restricted Byway.

Representations were received to the proposals from Mr P Brown in relation to written submissions he had made which raised a number of issues in relation to the status of Grange Lane. He confirmed that he represented 5 households at Acomb Grange and referred to promises

previously made by the Council, which he felt had not been kept. He also referred to a breach of copyright which he felt had taken place with the downloading of a number of documents from his website without the necessary permissions being obtained. He therefore stated that if the authority agreed to maintain a section of the Lane, erected signage to restrict access this would alleviate the need to take this matter further.

Mr B Bartle then made representations on behalf of two local landowners who would be affected by the proposals. He referred to the short notice given to his clients of this meeting and to the lengthy paperwork involved. He pointed out that a number of the documents/maps could not be considered as evidence and he requested more time in which to provide this. He also requested deferral to allow further time in which to undertake negotiations with Officers in an effort to save time and expense in any future opposition to an Order.

Mr A Sykes, a landowner also made representations in relation to the short timescales involved. He pointed out there had been no crime and disorder problems in the area since the path had become overgrown. He stated that if approval was given to the making of the Order that he would be unable to spend time maintaining the path.

Representations were also received from Mr D Nunns on behalf of the Ramblers Association. He provided details of the history of the Lane and indicated his support for the making of a DMMO for a restricted byway, which he believed all the evidence, supported. He also confirmed that he was in favour of the landowner providing a gate.

At the Executive Members request, Officers confirmed details of the access arrangements, maintenance responsibilities and provision of stiles etc in relation to the two Options proposed.

In relation to the copyright issues raised, Legal Officers stated that this matter was being investigated and that a separate reply would be made to Mr Brown although this matter was not material to the decision to be made at the meeting.

The Executive Member confirmed that this was a complex issue and that he acknowledged the points and representations made at the meeting.

The following options were then considered:

Option A: If having considered all of the available evidence, it is determined that Restricted Byway rights subsist, or are reasonably alleged to subsist, the Executive Member may

- a) Grant authorisation to make a Definitive Map Modification Order to add the Restricted Byway shown on Plan 1 to the Definitive Map;
- b) If no objections are received or any objections that are received are subsequently withdrawn the Order, made in accordance with a) above, be confirmed; or,

- c) If objections are received and are not subsequently withdrawn, the Order be referred to the Secretary of State for determination.
- d) If the Order is confirmed the route be added to the List of Streets Maintainable at Public Expense and maintained in accordance with its status.

Option B: If it is determined that Footpath rights subsist, or are reasonably alleged to subsist, the Executive Member may:

- a) Grant authorisation to make a Definitive Map Modification Order to add the Footpath shown on Plan 1 to the Definitive Map;
- b) If no objections are received or any objections that are received are subsequently withdrawn the Order, made in accordance with a) above, be confirmed; or,
- c) If objections are received and are not subsequently withdrawn, the Order be referred to the Secretary of State for determination.
- d) If the Order is confirmed the route be added to the List of Streets Maintainable at Public Expense and maintained in accordance with its status.

Option C: If having considered all of the available evidence, it is determined that the case in support of a Definitive Map Modification Order has not been made, or has been overturned by contrary evidence, then the Executive Member may determine that:

- a) no further action be taken.
- b) the Authority does not undertake any maintenance work on the lane

RESOLVED: That the Executive Member authorises the making of a Definitive Map Modification Order to add Grange Lane to the Definitive Map as described in Option B in the Officer report. ¹.

REASON: Evidence shows that at a minimum, Public Footpath rights are reasonably alleged to subsist.

Action Required

- 1. Undertake the works required to make a DMMO. RH

52. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT PUBLIC RIGHTS OVER 10 ALLEYWAYS IN THE LEEMAN ROAD AREA OF HOLGATE WARD, YORK

The Executive Member considered a report, which examined the proposal to gate 10 alleyways in the Leeman Road area of Holgate Ward in order to prevent crime and anti social behaviour associated with these alleys.

Officers confirmed that if gating orders were made and gates installed, residents waste would be required to be presented in bags. Waste

collection would change from the rear to the front of the properties or to a central collection point outside the gates.

Representations were received from a resident of Kingsland Terrace who expressed her surprise that this was considered a high crime area. She referred to a recent copy of Your Ward in which it had confirmed that there had been a large decrease in incidences of crime in this area. She pointed out that she had no wish to be locked in and that differing circumstances in individual streets should be taken into account.

A representative of Rosebery Street made representations in support of the gating of these alleyways. He referred to the problems encountered with anti social behaviour and burglaries, which he felt these proposals would alleviate.

Representations regarding the proposed changes in waste collection were made on behalf of the Ramblers Association. Reference was made to the Walking for Health initiatives in urban area, which encouraged residents to walk from their homes. It was pointed out that with the changes proposed to waste collection to the front of some of these properties that this would leave less space for the passage of prams and scooters. It was suggested that all waste collections should be made from the rear of the properties.

Councillor Alexander, as Local Member, confirmed that a number of residents had requested alley gating owing to the number of burglaries during which access had been gained from the rear of the premises. He stated that there were also a number of residents against the proposals but that these were often from properties in the centre of the terraces. He also confirmed that the change in waste collection was again their main concern and he hoped that the trial of a central collection point would prove successful.

Officers confirmed that pilot's of waste collection for gated alleys had proved successful in other areas and that they would work with residents in this area and address any concerns.

The Executive Member confirmed that from representations made there appeared to be no scheme that would satisfy all residents. He then considered the following options:

Option A. Do not authorise the making of the 10 Gating Orders. This option is not recommended.

Option B. Authorise the making of all 10 Gating Orders to restrict public use of the alleyways and change waste collection, from the rear of all affected properties, to front collection using bags. This option is not recommended.

Option C. Authorise the making of all 10 Gating Orders to restrict public use of the alleyways. Change waste collection from the rear of properties to front collection using bags on all alleyways except for those 5 streets for which objections were received regarding the proposed new methods of waste collection (see paragraph 9). These alleyways will operate a central

collection point for bags to be situated outside the gated area for a trial period of three months. This option is recommended.

RESOLVED: That the Executive Member approves Option C, but excluding Bright Street/Kingsland Terrace, and authorises the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make Gating Orders over the remaining 9 alleyways in accordance with Section 129A of the Highways Act 1980, as amended. Waste collection will change from the rear of properties to the front of properties using bags on all alleys except those 5 (now only 4 following the exclusion of Bright Street/Kingsland Terrace) for which objections were received expressing concern regarding the proposed new methods of waste collection. These alleyways will operate a central collection point for bags to be situated outside the gated area. ¹.

REASON: In order that public rights over the alleyways can be restricted under S129A, Highway Act 1980 so that crime and anti social behaviour associated with these routes can be reduced.

Action Required

1. Make gating orders on the 9 listed alleyways and the necessary changes for the collection of waste to these properties.

RH

53. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT PUBLIC RIGHTS OVER THE ALLEYWAY BETWEEN ST PAUL'S TERRACE AND RAILWAY TERRACE, HOLGATE WARD, YORK

Consideration was given to a report, which examined a proposal to gate the alleyway between St Paul's Terrace, Holgate Ward in order to help prevent crime and anti social behaviour associated with it.

Councillor Alexander, as Local Member, confirmed that residents supported this scheme and were in favour of its progression.

The Executive Member confirmed that there had been no opposition to this proposal. He then considered the following options:

Option A. Do nothing and not progress the request to make a Gating Order to restrict public access along the alleyway. This option is not recommended.

Option B. Authorise the making a Gating Order to restrict public use of the alleyway. This option is recommended.

RESOLVED: That the Executive Member approves Option B and authorises the Director of City Strategy to instruct the

Head of Civic, Democratic and Legal Services to make a Gating Order over this route in accordance with Section 129A of the Highways Act 1980, as amended.
1.

REASON: In order that public rights over the alleyway be restricted under S129A, Highways Act 1980 so that crime and anti-social behaviour associated with the route can be reduced.

Action Required

1. Make the necessary gating order. RH

54. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT PUBLIC RIGHTS OVER 7 ALLEYWAYS IN THE SOUTHBANK AREA OF MICKLEGATE WARD, YORK

The Executive Member considered a report, which set out proposals to gate 7 alleyways in the Southbank area of Micklegate Ward in order to help prevent crime and anti social behaviour associated with these alleys.

It was reported that six objections had been received regarding the proposals, four to the installation of the gates and the remainder to the changes in waste collection.

Representations were received from a representative of the Ramblers Association. He confirmed that he had no objections to the proposals but raised concerns regarding the positioning of some of the gates, which he felt left the alleyways easily accessible.

Officers confirmed that site visits with the Police Architectural Liaison Officer had been carried out to assess the positioning of the gates.

The Executive Member then considered the following options and confirmed that the Ward Members were in support of the gating of all but the alleyway in Balmoral Terrace.

Option A. Do not authorise the making of the 7 Gating Orders. This option is not recommended.

Option B. Authorise the making of all 7 Gating Orders to restrict public use of the alleyways, changing waste collection from the rear of properties to the front of properties using bags. This option is not recommended.

Option C. Authorise the making of 6 Gating Orders, excluding Balmoral Terrace, to restrict public use of the alleyways. Waste collection will change from the rear of properties to the front of properties using bags on all alleys. This option is recommended.

RESOLVED: That the Executive Member:

- i) Approves Option C and authorises the Director of City Strategy to instruct the Head of Civic, Democratic and

Legal Services to make Gating Orders over 6 routes, (excluding Balmoral Terrace) in accordance with Section 129A of the Highways Act 1980, as amended. Waste collection will change from the rear of properties to the front of properties using bags on all alleyways.¹

- ii) Requests Officers to seek to address any remaining concerns raised by Ward Councillors and other consultees.²

REASON: In order that public rights over the alleyways can be restricted under S129A, Highways Act 1980 so that crime and anti-social behaviour associated with the routes can be reduced.

Action Required

- 1. Make the gating orders over the 6 routes listed and the necessary changes for the collection of waste at these properties. RH
- 2. Officers to follow up the remaining concerns raised. RH

55. 20 MPH SPEED LIMITS ON RESIDENTIAL ROAD IN YORK

Consideration was given to a report, which advised the Executive Member of the development of a set of criteria for responding to petitions and requests for 20mph speed limits. It also detailed the work undertaken by the Council and North Yorkshire Police officers to look at criteria for identifying, prioritising and monitoring an additional 20mph trial site within York, including the associated costs.

Officers updated with speed data results collected in the South Bank area, which had shown an average of 21mph and in Nunmill Street an average of 15mph which both fell within the criteria for prioritisation. Officers confirmed that they hoped to be in a position to report further results in the New Year.

Representations in support of 20mph speed limits was received from Anna Semelyn in support of the “20’s plenty” campaign. She raised concerns at the approach Officers were proposing and to isolated schemes, which she felt, were less cost effective and instead proposed a citywide scheme as in Portsmouth. She also questioned the criteria for prioritisation of future petitions, which required 50% of households within a street to sign such petitions.

Dee Bush also spoke in support of the introduction of 20mph speed limits on behalf of vulnerable pedestrians. She stated that bus journeys would be far smoother and more popular if a 20mph speed limit was set on residential roads in the city. She referred to other Authorities’ plans regarding speed limits and confirmed that repeater signs were also useful in raising awareness of driver’s speeds.

Andy Chase, then spoke as lead petitioner of the South Bank petition. He confirmed that there had been widespread support for this speed limit and pointed out that this was a city wide problem. He stated that radical measures were required to encourage more residents to walk and cycle.

Representations were also received on behalf of the Ramblers Association in relation to the requirement for at least 50% of households within a street to have signed the petition. He also stated that where no request had been made for a speed limit, such as Crichton Avenue, he felt that with limited resources such zones should not be implemented.

In response to these comments Officers confirmed that a number of authorities had considered citywide 20mph schemes however they had not been universally accepted at the present time. They confirmed that references made by speakers to bus companies aggressive driving would be brought to the attention of the companies concerned.

The Executive Member pointed out that a 20mph speed limit did not assist the carbon footprint, as modern vehicles were not geared to drive at this speed. He also confirmed that the Police were unable to support the enforcement of 20mph schemes as they required them to be self-enforcing and preferred traffic calming or the character of the existing roads to slow traffic.

Consideration was given to the following options:

Option one – Agree the prioritisation criteria and process for responding to petitions and requests and implement the trial site in the South Bank area.

Option two – Agree the prioritisation but do not proceed with the 20mph scheme in the South Bank area

Option three – Do not accept the criteria and continue to respond to petitions and requests on an ad hoc basis.

RESOLVED: That the Executive Member for City Strategy agrees to:

- a) Adopt the criteria and process for responding to petitions and
- b) Request that officers prioritise the list of streets arising from petitions and report it through the Officer In Consultation process to progress any further schemes. ^{1.}
- c) Implement the 20mph speed limit in the South Bank area subject to speed data complying with the DfT guidance. ^{2.}

REASON: To enable a consistent response to petitions to be progressed.

Action Required

1. Implement the prioritisation criteria/procedure for responding to petitions.
2. Implement the Southbank 20mph limit subject to speed

RH

data.

RH

56. STRENSALL ROAD, TOWTHORPE - EXTENSION OF 40MPH SPEED LIMIT

The Executive Member considered proposals to extend the existing 40mph speed limit on Strensall Road at Towthorpe further south. The scheme was intended to improve road safety around the Towthorpe Road and Towthorpe Moor Lane junctions.

Officers had reported that the scheme involved the:

- Widening of Strensall Road to provide a right turn lane into Towthorpe Moor Lane;
- Pedestrian refuge island crossing point on Strensall Road with traffic calming;
- Extension of the 40mph speed limit on Strensall Road south of the junctions with Towthorpe Road and Towthorpe Moor Lane.

Councillor Wiseman, as Local Member, confirmed that there had been local concerns for a number of years in relation to high traffic flows and speeds affecting right turns into side roads in this area. She indicated her support for the scheme but with the retention of the red coloured road surfacing at the speed limit gateways. She also expressed her support for Officers undertaking a further review of road safety issues in the area with a view to further proposals coming forward in the New Year.

Officers referred to possible abortive expense in providing the coloured surfacing which may subsequently have to be removed. The road would then require resurfacing if any further extension of the speed limit was undertaken.

The options then considered by the Executive Member were: -

Option 1 - authorise implementation of the proposals shown at Annex A

Option 2 - approve for implementation an amended scheme plus any other changes to the proposals that the Executive Member considers necessary.

Option 3 – defer the current scheme and carry out a wider study of traffic speed and road safety issues in the area.

Option 4 - abandon the scheme

RESOLVED: That the Executive Member agrees to:

- i) The implementation of the scheme described in the Officer report which provides for relevant traffic sign alterations to extend the 40mph speed limit along Strensall Road, including the red surface treatment.¹

- ii) Request Officers to also bring forward a more comprehensive scheme aimed at addressing the other concerns raised by consultees.²

REASON: To respond to consultation feedback and objections to the extension of the 40mph speed limit.

Action Required

1. Implement the extension of the speed limit. RH
2. Officers to report back following a further review of safety issues. RH

57. WIGGINTON: B1363 MILL LANE JUNCTION IMPROVEMENTS

The Executive Member was advised of proposals to introduce traffic signals and a 40mph speed limit on the B1363 at the Mill Lane junction in Wigginton. The scheme was intended to make the junction safer and easier for turning traffic, whilst providing improved pedestrian crossing facilities.

Officers reported that the main features of the outline scheme design developed for consultation featured:

- Traffic signals
- Pedestrian phases at signals
- Introduction of a 40mph speed limit and
- Upgrading the existing road lighting.

Following consultation it was reported that a number of key changes had been made which included relocation of the bus stops, cycle feeder lanes and 'Keep Clear' markings opposite the access to Windmill Industrial Estate.

Councillor R Watson, as Local Member, thanked Officers for their comprehensive report and indicated his full support for the proposed scheme, which also had a high level of local support.

The Executive Member then considered the following options:

Option 1 - authorise implementation of the original scheme shown at Annex A

Option 2 - approve for implementation the scheme shown in Annex A with the revisions shown in Annex B, plus any other changes to the proposals that the Executive Member considers necessary.

Option 3 - abandon the scheme.

RESOLVED: That the Executive Member approves for implementation the amended scheme shown at Annex B of the report. ¹.

REASON: To address road safety concerns and make turning manoeuvres easier for road users at the Mill Lane junction with the B1363 in Wigginton.

Action Required

1. Implement the amended junction improvement scheme. RH

58. DUNNINGTON: A166 CHURCH BALK JUNCTION IMPROVEMENTS

The Executive Member considered a report, which advised him of proposals to introduce traffic islands and changes to road markings on the A166 at the Church Balk junction in Dunnington. The scheme was intended to make the junction safer and easier for turning traffic.

Officers confirmed that the outline design developed for consultation included:

- A 'double white line' road marking scheme to deter overtaking on the A166 in the vicinity of this junction and
- Traffic islands to physically deter overtaking, and reinforcement of the white line marking proposals.

It was reported that, following consultation, concerns had been raised regarding the road width available adjacent to the proposed traffic islands. Following further investigation Officers had indicated that omitting traffic islands from the scheme would be considered acceptable as the main deterrent to overtaking would be the road markings which could be enhanced by the addition of red surfacing to emphasis the approaches to the right turn.

Councillor Pierce, was in attendance and spoke on behalf of John Lee and his sister whose brother had been killed in a motorbike accident at the junction. He confirmed that no blame had been attributed but that his relatives felt that only the provision of traffic islands would provide the necessary physical deterrent to overtaking and prevent future accidents.

The Executive Member confirmed that this had been a difficult issue as it had been expected that it would have proved practical to install traffic islands adjacent to this junction to improve safety. However professional advisors had pointed out that the islands themselves might be a safety issue in relation to cyclists. On balance it seemed wise to agree a revised scheme.

Consideration was given to the following options:

Option 1 - authorise implementation of the original scheme shown at Annex A

Option 2 - approve for implementation an amended scheme without traffic islands but with red surfacing added inside hatched road markings, plus

any other changes to the proposals that the Executive Member considers necessary.

Option 3 - abandon the scheme

RESOLVED: i) That the Executive Member approves for implementation the scheme shown in Annex A with the following amendments: -

- traffic islands removed
- red surfacing added inside hatched road markings. ¹.

ii) That Officers be requested to keep the area under observation with a view to bringing forward proposals for further physical safety works should this prove to be necessary. ².

REASON: To address road safety concerns and deter overtaking manoeuvres on the A166 at the Church Balk junction in Dunnington. The amendments respond to consultation feedback on the original proposals.

Action Required

- | | |
|---|----|
| 1. Implement the scheme as amended. | RH |
| 2. Keep area under review and report back as necessary. | RH |

59. SIX MONTHLY REVIEW OF SPEEDING ISSUES

Consideration was given to an update report on collaborative work, with the Police and Fire Service, to streamline and widen the agreed prioritisation framework in relation to speeding issues. This was to ensure that speed issues were considered and acted on through partnership collaboration and to give a stronger and more robust response to issues raised.

Officers reported on a recent speed education initiative undertaken by the Police on New Lane in Huntington. This had resulted in them stopping 25 motorists who had been travelling at between 35mph and 45mph in a 30mph restricted area. It was confirmed that Police enforcement information would, in future, form part of the review reports.

The Executive Member confirmed that reports of inappropriate vehicle speeds were regularly received by members and that, as Police resources were limited, it was important to have a process to deal with such complaints. In relation to the problems encountered in submitting speed management request forms electronically he was to ask the IT development team to investigate this issue further.

Consideration was then given to two options:

Option 1: As stated in the last Review report to the EMAP in March 09 the

new Pilot has been running in the York area since November 2008. Partners in 95 Alive are now about to roll out this new speed review process across the North Yorkshire Region, in stages, under the “95 Alive” branding. As the CYC process sits within this wider remit, it would seem appropriate for us to continue to work in partnership.

Option 2: To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, correspondence and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently.

- RESOLVED: That the Executive Member for City Strategy:
- i) Agrees to support the joint working initiatives, which result in, a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1). ^{1.}
 - ii) Instructs Officers to make available the speed management request form in a format that can be completed and submitted electronically and to liaise with the IT development team with the intention of introducing a web based reporting system as quickly as is practical. ^{2.}
 - iii) Agrees that, in future, any speed management request forms submitted by Councillors will be processed in the same way as those submitted direct by residents. ^{3.}
 - iv) Requests Officers to ensure in future reports that, where promises of ‘targeted enforcement’ have been made, feedback on the success of such measures is provided in the 6 monthly reviews. ^{4.}

REASON: To ensure that speed issues are considered with partnership collaboration to give a stronger and more robust response to issues raised.

Action Required

- 1. Continue the joint working on speed issues. RH
- 2/3. Provide form in easier electronic format with all being processed in the same manner. RH
- 4. Include feedback in future reports. RH

60. CITY STRATEGY CAPITAL PROGRAMME - 2009/10 MONITOR 2 REPORT

Consideration was given to the 2009/10 Monitor 2 report which detailed the likely outturn position of the City Strategy Capital Programme based on the

spend profile and information to the end of October 2009. The report also requested the Executive Member to agree adjustments to scheme allocations to align with the latest cost estimates and sought approval for funding to be slipped between the relevant financial years.

The Executive Member confirmed that it was expected that the outturn would be on target but that some of the schemes, including Haxby Railway station and Access York 1, were still dependent on third party decisions. It was however anticipated that several major schemes would be completed this year including works on Fulford Road and a number of significant cycling network improvements.

RESOLVED: That the Executive Member approves the following changes, subject to the approval of the Executive:

- i) the adjustments set out in Annexes 1 and 2.
- ii) the slippage of £125k of Section 106 funding to a future year. ¹.

REASON: To enable the effective management and monitoring of the council's capital programme.

Action Required

1. Refer adjustments and slippage to the Executive.

RH

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 5.40 pm].



**Decision Session –
Executive Member for City Strategy**5th January 2010

Report of the Director of City Strategy

Westminster Road Area Consultation and Survey Results**Summary**

1. This report brings to the attention of the Executive Member for City Strategy the key results of the vehicle surveys and questionnaire carried out in relation to the through traffic in the above area following the introduction of the Water End Cycle Scheme and puts forward a recommendation for taking this matter forward for further consideration.

Recommendations

2. That options C and D below be approved.

Reason:

Because the lower speeds due to the traffic calming justify the introduction of a lower speed limit.

Because the options of closing the area to through traffic does not have support from a significant proportion of the local community that would be affected by a closure.

Because the options of investigating the use of chicanes and road narrowings are not well supported by local residents.

Background

3. Following the implementation of the Water End Cycle scheme 2 petitions were received concerning the apparent increase in the volume of through traffic. It was therefore resolved at the Decision session in June to carry out an Origin and Destination survey of traffic in the area once the road humps on Westminster Road had been put back in place following the completion of the development works at St. Peter's school. It was subsequently resolved following the calling in of a report to the Overview and Scrutiny Committee in August that a household questionnaire should also be carried out and reported back to a Decision Session meeting along with the traffic survey results.
4. Although the road humps were put back in place along Westminster Road at the end of the summer they were not within the acceptable tolerance and consequently were not high enough to be as effective as the original humps. The contractor replaced the humps in the first week of December and initial observations would suggest that these replacements will be acceptable.
5. Whilst the Water End cycle scheme has been linked to the problems highlighted in the petitions regarding through traffic on Westminster Road this report does not make comment or recommendations on that scheme. However it should be noted that the Water End cycle scheme is subject an evaluation

review after 12 months of operation and a report by the Transport Planning Unit on the findings will be brought to a subsequent Decision Session meeting.

Traffic Survey and Residents Questionnaire Results

The Traffic Surveys

6. The results of the traffic survey carried out in September are shown in Annex A and the headline figure is that 89% of the traffic from the Water End direction and 85% of traffic from the Clifton direction is through traffic (school traffic is not part of the through traffic), this represents 1259 vehicles per day out of a total of 1440 vehicles recorded between 7am and 7pm. The table in Annex A gives details of the volume and percentage of through traffic during the peak hours of 8am to 10am and 4pm to 6pm. This shows that nearly 770 vehicles of the through traffic occurs during the 4 peak hours of the survey (or an average of around 190/hour) and for the remaining 8 hours the volume of through traffic is just under 500 vehicles (or an average of around 60 to 65/hour).
7. Whilst there has always been an element of through traffic on this route it is difficult to accurately determine the extent to which through traffic has increased. However, the increase is likely to be concentrated over peak periods as the advantage to using this route in off peak is limited. No work has been carried out to determine the length or duration of traffic queues on either Westminster Road or The Avenue, however anecdotally queues of around half a dozen vehicles are not uncommon during the peak periods and as such are not of significant concern from a traffic management perspective.
8. The mean speed of traffic on Westminster Road in June this year, after the road humps were removed, was measured at 24mph with 13% above the 30mph speed limit. In November this year the mean speed was measured at 20mph with 2.6% above the speed limit. Hence the reintroduction of the road humps has had the desired effect of cutting the speed of vehicles in the area. As already noted above the humps were low and have been replaced following the last speed survey and it is anticipated that these new humps will lead to a further reduction in mean speeds and a further speed survey will be carried out in the new year. It should be noted that there have been some concerns expressed regarding the speed of vehicles negotiating the Westminster Road / the Avenue junction. Whilst there is no available speed survey information available at this point on the route further observations can be carried out, though it is unlikely that a practical engineering solution is available that would influence driver behaviour.
9. No assessment has been carried out with regards to accident statistics because there is a 3 month lag in the statistics being confirmed as accurate, hence there is insufficient time to make a comparison that would be meaningful. All that can be reported is that there has been one known injury accidents reported in the area since the implementation of the Water End scheme. This involved a motorcycle overtaking traffic on Water End in collision with a vehicle turning right into Westminster Road. Driver behaviour at this junction has been reported by a number of local residents as a concern due to some drivers overtaking the queue of traffic on Water End for some distance before turning right into Westminster Road. This practise can result in the driver being poorly positioned as they negotiate the junction, cutting across the centre line of Westminster Road.

10. Further work is to be carried out to provide a better linking of the operation of the traffic signals at the Clifton Green junction and the two pelican crossings on Water End, which should lead to improvements in the flow of traffic. The outcome of these improvements will be included in the Water End review report.
11. In addition, it should be noted that the issue of side roads being used to avoid main road signalised junctions is not uncommon and there are at least 10 other streets in York where through traffic adjacent to signalised junctions is a concern to residents, however removing the through traffic invariably also places significant limitations on the local community. Further survey work would be required to directly quantify the levels of through traffic to residential traffic at other locations to be able to compare with Westminster Road, however the table in Annex F gives the total traffic flows at a number of sites across the city that demonstrates that the traffic flows experienced on Westminster Road are comparable to other similar sites in the city.
12. Hence, the key issue for consideration following the traffic survey is whether or not action can, or should, be taken to reduce the volume of through traffic bearing in mind the subsequent imposition of limitations on local residents. Also, in deciding this matter the likely impact of the current through traffic relocating to the Clifton Green / Water End junction needs to be taken into consideration. Because this junction has been working at capacity during the peak periods for several years any additional traffic will extend the existing traffic queues. Taking the traffic survey figures for the AM and PM peak periods an additional 300 and 156 vehicles would be added to the queue approaching Clifton Green from the Acomb direction in the AM and PM peaks respectively. This is likely to significantly increase both journey times and queue lengths through the junction for all drivers. This would not be limited to the Water End / A19, Clifton route, but may well affect other approaches. Any impacts on this junction would also affect residents who utilise this junction some of which may not have any viable alternative, particularly if any road closures are implemented.

The Residents Questionnaire Survey

13. A copy of the questionnaire shown in Annex B was delivered to all the properties along Westminster Road, The Avenue and Greencliffe Drive.
14. The summary of the questionnaire results are:

170 questionnaires sent out, 111 returned, hence response rate of 65.3%, which can be relied upon to be representative for the area. Of those that replied:

43 (39%) opposed to a closure.

68 (61%) in favour of a closure. Of those supporting a road closure:

 - 38% support a closure point at Westminster Road / Water End junction.
 - 22% support a closure point at Westminster Rd. / The Avenue junction.
 - 1% support a closure point at The Avenue / Clifton junction.

29 (26%) are in favour of further investigation into possibility of reducing the road width at the junctions.

30 (27%) are in favour of further investigation into use of chicanes and / or road narrowings.

67 (60%) are in support of the introduction of a 20mph speed limit.

15. When considering the responses to the questionnaire against the total number of local residents consulted those opposed to a closure represent 25.3% and those in favour of a closure represent 40%. Whilst the option of closing the route at the Water End / Westminster Road junction has the greatest support from those who responded to the questionnaire it is worth noting that when considered in the context of the 170 questionnaires sent out to those residents directly affected the local support for a closure at this point is 24.7%.
16. A breakdown of the results of the returned questionnaires by street is shown in Annex C.
17. A précis of the additional comments made and their frequency is shown in Annex D The most frequent concerns raised and officers comments are as follows:

- Would like the 2 lanes putting back at Clifton Green. x 12

Considering this option is not in the remit of this report.

- Closures would restrict access for residents, deliveries and emergency services. x 7

Access would be restricted for residents and deliveries, but the emergency services would have access through the closure point if necessary.

- Westminster Road / Water End junction is dangerous. x 5

Whilst Water End is a busy road visibility is quite good in all directions, hence the safety concerns are related to driver behaviour. With changing road conditions / circumstances drivers have to modify their driving in order to maintain their safe use of the road.

- Water End scheme needs to be re-evaluated. x 5

The Water End scheme is subject to an evaluation review that will be reported in due course.

- Exiting Greencliffe Drive is difficult / dangerous. x 5

It is acknowledged that restricting residents to one access and exit point to Greencliffe Drive would lead to some difficulties.

18. Whilst there is an acknowledged majority of residents overall in favour of a closure, with the favoured position at the Water End junction, when considering the responses on a street by street basis there are marked conflicting views as follows (see also Annex C):

Street	N ^o . in favour	% in favour	N ^o . against	% against
Westminster Road	41	79	11	21
The Avenue	11	50	11	50
Greencliffe Drive	13	41	19	59

19. Because closing Westminster Road at Water End would leave the open route of Greencliffe Drive through the area that is little used at present there is a reasonable expectation that some of the through traffic and school related

traffic would choose to use this route. Hence the option of closing this route was put to residents as well. Overall the option of closing Greycliffe Drive at either end had little support (20%) and amongst the replies from the Greycliffe Drive the support in total was 32%, split down as 19% preferring the closure at Water End and 13% preferring the closure at Westminster Road.

20. In addition to the comments returned with the questionnaires a number of residents sent letters and e-mails in before and after the consultation and these comments / concerns are outlined in Annex E.

Options

21. The options available are:

- A. To begin processing a Traffic Regulation Order to close Westminster Road and Greycliffe Drive at their Water End junctions. Whilst this option is not recommended due to the lack of a significant majority of local residents in favour of such proposals, it should be noted that if this option is considered appropriate to proceed with then this would involve further consultation with all affected local residents on any firmed up proposal. Any subsequent objections to the proposals during the Traffic Regulation Process would have to be brought back to a future Decision Session for consideration before any action could be taken to close either road.
- B. To carry out further investigations into the use of road narrowings and / or chicanes to discourage through traffic. This is not a recommended option as support from local residents for such measures is low.
- C. To implement a 20mph zone for the area. This is a recommended option as there is general support demonstrated from the local residents and the reduced speeds brought about by existing traffic calming features justify lowering the speed limit – though it should be noted that this is unlikely to have a significant impact on the volume of through traffic.
- D. To note the outcome of the traffic surveys and questionnaire and take no further action at this time. But, that the results be considered as part of any future evaluation of the Water End cycle scheme. This is a recommended option because these 2 matters are linked.

Corporate Strategy

22. Considering this matter does not impact on the corporate strategy.

Implications

- 23.

Legal	There are no legal implications.
Financial	There are no financial implications
Human Resources	There are no HR implications
Crime and Disorder	There are no Crime and Disorder implications
Sustainability	There are no sustainability implications
Equalities	There are no equalities implications
Property	There are no property implications

Risk Management

24. In compliance with the Council’s risk management strategy there are no risks associated with the recommendations in this report.

Contact Details

Author:
Alistair Briggs
Traffic Engineer
Tel No. (55)1368

Chief Officer Responsible for the Report:
Damon Copperthwaite
Assistant Director City Strategy

Report Approved



Date

18/12/2009

Wards Affected: Clifton

All

For further information please contact the author of the report

Annex A – Traffic Survey information

Annex B – The Questionnaire

Annex C – Questionnaire results

Annex D - Précis of comments made in the questionnaire

Annex E – Additional comments made outside of the consultation carried out

Annex F - Comparative Traffic Volumes (published on 31 December 2009)

Annex G – Comments from the Economic & City Development Overview & Scrutiny Committee Task Group (published on 4 January 2010)

Annex A

Origin and Destination Traffic Survey Results

12 hour Traffic Survey - 7am to 7pm

Traffic entering Westminster Road from Water End

Total traffic	837
Through traffic	744 (89%)
School traffic	43 (5%)
Residential traffic	50 (6%)

Traffic entering The Avenue from Clifton

Total traffic	603
Through traffic	515 (85%)
School traffic	34 (6%)
Residential traffic	54 (9%)

Both directions combined

Total traffic	1440
Through traffic	1259 (87.5%)
School traffic	77 (5.5%)
Residential traffic	104 (7%)

AM Peak hours Traffic - 8am to 10am	PM Peak Hours Traffic - 4pm to 6pm																
<p>Traffic entering Westminster Road from Water End</p> <table border="1"> <tr> <td>Total traffic</td> <td>300</td> </tr> <tr> <td>Through traffic</td> <td>282</td> </tr> <tr> <td>School traffic</td> <td>14</td> </tr> <tr> <td>Residential traffic</td> <td>4</td> </tr> </table>	Total traffic	300	Through traffic	282	School traffic	14	Residential traffic	4	<p>Traffic entering Westminster Road from Water End</p> <table border="1"> <tr> <td>Total traffic</td> <td>156</td> </tr> <tr> <td>Through traffic</td> <td>139</td> </tr> <tr> <td>School traffic</td> <td>4</td> </tr> <tr> <td>Residential traffic</td> <td>13</td> </tr> </table>	Total traffic	156	Through traffic	139	School traffic	4	Residential traffic	13
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<p>Traffic entering The Avenue from Clifton</p> <table border="1"> <tr> <td>Total traffic</td> <td>138</td> </tr> <tr> <td>Through traffic</td> <td>118</td> </tr> <tr> <td>School traffic</td> <td>17</td> </tr> <tr> <td>Residential traffic</td> <td>4</td> </tr> </table>	Total traffic	138	Through traffic	118	School traffic	17	Residential traffic	4	<p>Traffic entering The Avenue from Clifton</p> <table border="1"> <tr> <td>Total traffic</td> <td>249</td> </tr> <tr> <td>Through traffic</td> <td>229</td> </tr> <tr> <td>School traffic</td> <td>3</td> </tr> <tr> <td>Residential traffic</td> <td>19</td> </tr> </table>	Total traffic	249	Through traffic	229	School traffic	3	Residential traffic	19
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School traffic	3																
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Annex B



Directorate of City
Strategy

9 St. Leonard's Place
York
YO1 7ET

Tel: 01904 551550

4th November 2009

Dear Resident

Westminster Rd. / The Avenue / Greycliffe Dr. Through Traffic Consultation

Over the last few months there has been some discussion and interest from local residents regarding the matter of through traffic using the above roads. The purpose of this letter and questionnaire is to set out a number of options and seeks residents views on what options have the support of the local community. I must stress at this point that this is not a referendum, but is part of an information gathering exercise for the area to be reported back to the Executive Member for City Strategy.

Petitions received earlier in the year indicated a level of support for Westminster Road to be closed. The consequences of a road closure can vary depending on where it's located, hence a number of suggestions have been put forward for your consideration. As the closure of Westminster Road at the Water End junction would likely lead to Greycliffe Drive being used by some drivers as an alternative through route instead, two closure options for this road are also put forward for your consideration.

I should stress that the closure options put forward at this time are indicative only and merely show an approximate location to allow you to assess how a road closure in the vicinity would affect your daily journeys. If you have concerns over the exact location of a proposal, please indicate what they are in the space provided on the questionnaire. These may then be taken into account should plans be taken forward to a more detailed design stage.

As an alternative to road closures, it has been suggested that road narrowings and /or chicanes could be considered for use along the route to deter through traffic, hence your "in principle" views are being sought on this course of action. It is worth noting that whilst these types of measure do often lead to a reduction in vehicle speeds there is also a loss of on street parking availability adjacent to the measures. Without more detailed design I am unable to say at this time how this may affect your existing arrangements.

It has also been suggested that a 20mph speed limit may be beneficial for the area. Although a lower speed limit is unlikely to lead to a significant reduction in through traffic, the existing traffic calming features make this route suitable for consideration of a reduced speed limit. A 20mph speed limit is not reliant on any of the other options being taken forward and can be considered in isolation.

Continued on back page

Work is also continuing with St. Peter's school in developing their school travel plan in order to try to reduce the volume of traffic arriving and leaving at the start and end of the school day.

Investigations are currently underway to assess the traffic patterns in the area following adjustments made to the signals at the Shipton Road / Clifton Green junction. When this has been completed we will have a more accurate understanding of the traffic flows through the area and the implications of any future alterations under consideration.

Whilst you may have already responded to petitions, discussed the issues with Ward Councillors or sent in a letter / e-mail on this matter I would urge you to take the time to review the options put forward in this leaflet and consider the implications such measures would have on your own travel patterns. Then, complete the short questionnaire (one per household) and return it in the FREEPOST envelope provided so that the views of the local community can be accurately captured.

The results of the questionnaire, along with surveys results, will be reported to an Executive Member for City Strategy Decision Session meeting to consider how best to take the matter forward. The outcome of any decisions on this issue will be circulated to residents in due course.

If any of the outlined proposals are taken forward for detailed design with a view to implementation a formal legal process has to be gone through before any road can be closed, speed limit introduced or parking restrictions put in place. Hence, this would give further opportunity to comment on / formally object to proposals put forward for your area.

I appreciate that the options put forward are likely to generate some discussion and regret that due to the scale of the consultation individual correspondence is not a practical option. Hence, it is important that all your views are recorded on the questionnaire.

Thank you for your time in reading the above and taking part in the consultation.

Yours faithfully

Alistair Briggs
Traffic Engineer
Network Management

To the residents of:
Westminster Road, The Avenue and Greencliffe Drive

Westminster Rd / The Avenue / Greencliffe Dr. Questionnaire

Q.		YES	NO
1	Do you favour any road closures along Westminster Road and The Avenue?	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>

If you answered **NO** to question 1 please go straight to question 4

2	If you favour a road closure (see leaflet plan) which option do you support?	YES	NO
A	Close Westminster Road at the Water End junction	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>
B	Close Westminster Road at The Avenue junction	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>
C	Close The Avenue at the Clifton junction	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>

3	Closing Westminster Road at the Water End junction may lead to through traffic using Greencliffe Drive. In conjunction with this would you support a closure (see leaflet plan) of Greencliffe Drive at:	YES	NO
X	The Water End junction	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>
Y	The Westminster Road junction	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>

4	Do you wish further investigation into the possibility of reducing the road width at the junctions with the main roads to deter through traffic?	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>
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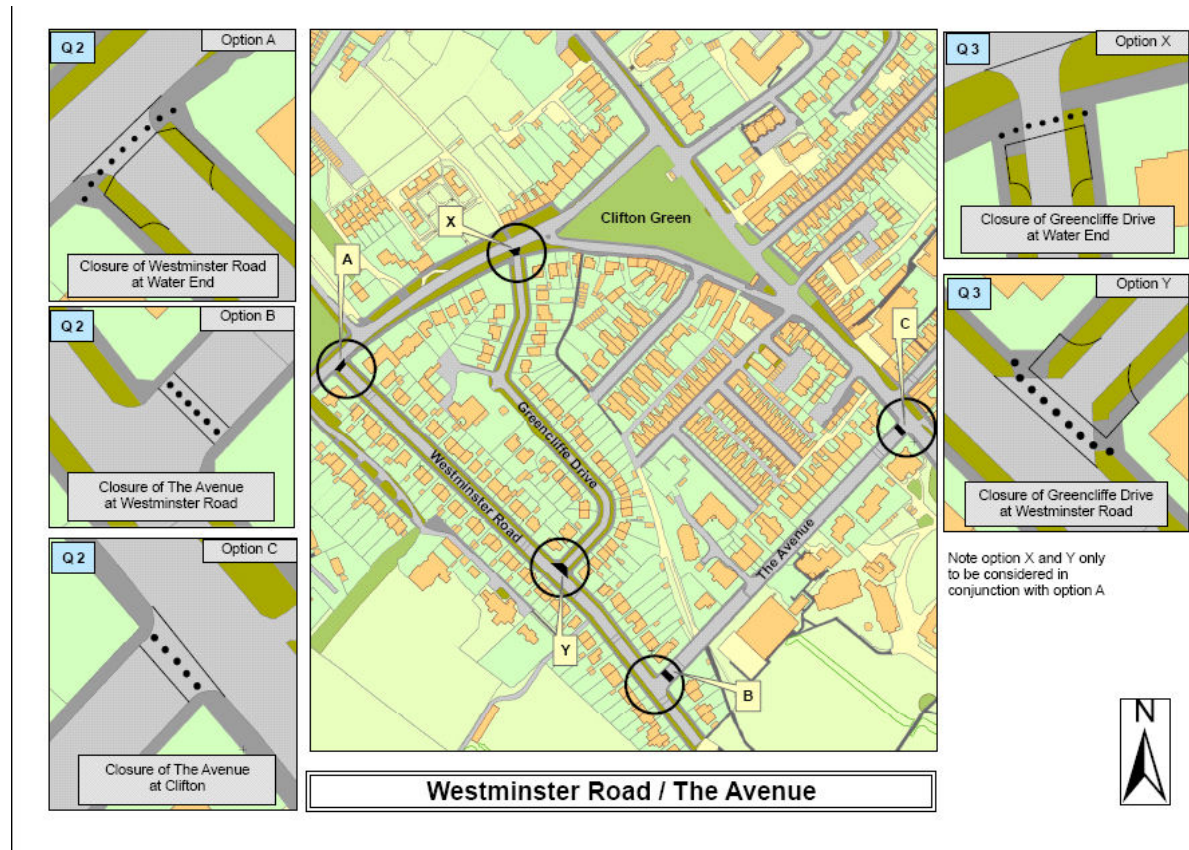
5	Do you favour further investigation into the use of chicanes and / or road narrowings along the streets to deter through traffic? Please be aware this could lead to a reduction in on street parking availability.	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>
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6	Do you support the introduction of a 20mph speed limit? (this could be done whichever option above is favoured)	<input style="width: 80px; height: 30px;" type="checkbox"/>	<input style="width: 80px; height: 30px;" type="checkbox"/>
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7 Street name and number:
.....

8 Any further comments?

A3 plan from the consultation leaflet reproduced below.



Annex C

Residents Questionnaire

Street	N ^o sent out	N ^o returned	% returned
Westminster Road	67	52	77.6
The Avenue	56	22	39.3
Greencliffe Drive	44	32	72.7
Other	3	5 (inc. blank addresses)	N/A
Total	170	111	65.3

Responses for the whole area (the percentages are based on the total number of responses received)

Question	N ^o Yes	% Yes	N ^o No	% No
Q1 Do you favour a road closure	68	61	43	39
Q2 Which option do you support				
A Close Westminster Road at Water End junction	42	38		
B Close Westminster Road at The Avenue junction	25	23		
C Close The Avenue at Clifton junction	1	1		
Q3 Greencliffe Drive closure options				
X The Water End junction	13	12		
Y The Westminster Road junction	15	14		
Q4 Reduce road width at junctions	29	26	73	66
Q5 Further investigation for using chicanes	30	27	75	68
Q6 Do you support 20mph speed limit	67	60	38	34

Responses for Westminster Road (the percentages are based on the Westminster Road responses only)

Question	N ^o Yes	% Yes	N ^o No	% No
Q1 Do you favour a road closure	41	79	11	21
Q2 Which option do you support				
A Close Westminster Road at Water End junction	35	67		
B Close Westminster Road at The Avenue junction	5	10		
C Close The Avenue at Clifton junction	0	0		
Q3 Greencliffe Drive closure options				
X The Water End junction	4	8		
Y The Westminster Road junction	6	12		
Q4 Reduce road width at junctions	8	15	39	75
Q5 Further investigation for using chicanes	8	15	40	77
Q6 Do you support 20mph speed limit	22	42	26	50

Responses for The Avenue (the percentages are based The Avenue responses only)

Question	N ^o . Yes	% Yes	N ^o . No	% No
Q1 Do you favour a road closure	11	50	11	50
Q2 Which option do you support				
A Close Westminster Road at Water End junction	6	27		
B Close Westminster Road at The Avenue junction	7	32		
C Close The Avenue at Clifton junction	0	0		
Q3 Greycliffe Drive closure options				
X The Water End junction	3	14		
Y The Westminster Road junction	4	18		
Q4 Reduce road width at junctions	8	36	14	64
Q5 Further investigation for using chicanes	4	18	17	73
Q6 Do you support 20mph speed limit	17	77	4	18

Responses for Greycliffe Drive (the percentages are based on the Greycliffe Drive responses only)

Question	N ^o . Yes	% Yes	N ^o . No	% No
Q1 Do you favour a road closure	13	41	19	59
Q2 Which option do you support				
A Close Westminster Road at Water End junction	1	3		
B Close Westminster Road at The Avenue junction	11	35		
C Close The Avenue at Clifton junction	0	0		
Q3 Greycliffe Drive closure options				
X The Water End junction	6	19		
Y The Westminster Road junction	4	13		
Q4 Reduce road width at junctions	11	34	17	53
Q5 Further investigation for using chicanes	16	50	15	47
Q6 Do you support 20mph speed limit	25	78	6	19

ANNEX D

Précis of Comments made in the Questionnaire

Comment	N ^o .	Officer response
A disabled person lives in the area	1	Noted, they too would be subject to the restriction.
Exiting Greycliffe Drive onto Water End is very difficult	5	Noted.
Would like Clifton Green putting back to two lanes	12	This option is beyond the scope of this report.
Would prefer a closure between Greycliffe Drive and The Avenue	2	This is a variation on one of the options put forward and whilst it may be feasible there would not appear to be a high level of support for such action to be considered.
20mph speed limit will make little difference to volumes of through traffic	1	This is correct.
Make roads access only	4	Access only restrictions do not work and are no longer considered an effective option to put forward.
Not enough traffic to justify closure	3	Noted, though not all residents agree with this assessment.
Closures would restrict residents, deliveries and emergency services	7	This is correct.
20mph speed limit would not work	1	The mean speed of traffic on Westminster Road is already 20mph; hence it is a suitable speed limit for the area.
Access to hotel car park would be adversely affected	1	This is correct.
Introduce banned turns	1	It is very unlikely that the introduction of banned turns would be well observed.
Re-evaluate the Water End scheme	5	This option is beyond the scope of this report.
The through traffic is dangerous	2	Although this view is noted, there are speed reducing measures in the street that would reduce vehicle related dangers.
School traffic is the main problem	1	Noted, though not all residents agree with this assessment.
Use a rising bollard	3	This option has not been considered as there are very significant cost implications both initially and as an ongoing matter.

Westminster Road / Water End junction is dangerous	5	This view is noted, though visibility is quite acceptable in all directions, hence the concerns are down to driver behaviour rather than limitations on the junction layout.
Coaches to the school would have difficulties turning	1	Noted.
If the road is closed can the road humps be removed?	1	This option has not been considered.
Traffic speed is not the issue	3	This is understood. The proposed reduced speed limit is merely being considered as it is appropriate to do so whilst investigating other matters in the area.
Cut hedges back on Clifton Green and put cycle lane on footway	2	This option is beyond the scope of this report.
School traffic reversing is already dangerous	2	Noted.
Would like signs flashing the speed limit	1	This option has not been considered at this time.
Bollards should be removable so emergency vehicles can use route	1	This is an option that could be considered if a closure were progressed.
Concerned Ousecliffe Gardens maybe used instead	1	This concern has not been raised previously and would need further investigation if a closure were progressed.
The volume of through traffic is reducing	1	Noted.

ANNEX E

A précis of additional comments made outside of the consultation carried out

	Comment	No.
1	Improve the cycle facilities on Clifton Green by cutting the hedges back that have overgrown the footway.	
2	There is no east to west cycle facility on Clifton Green	
3	The amount of through traffic on Westminster Road is excessive for a residential street and the road should be closed.	3
4	Increased through traffic causes disturbance through noise levels, affect health and quality of life.	5
5	Traffic calming does not stop the volume of traffic.	
6	20 mph speed limit does not be tackle the problem.	3
7	Chicanes only slow traffic down when volume is a problem.	
8	The Water End cycle scheme caused the problem	5
9	Vehicles making the turn from Westminster Road to the Avenue go too fast and are dangerous.	2
10	The Westminster Road / The Avenue junction does not comply with the councils highway design guide in terms of corner radius and visibility.	
11	Long Queues of vehicles on Westminster Road.	2
12	The council's highway design guide says use of residential roads should be discouraged.	
13	Drivers on Water End drive on the wrong side of the road to avoid the queue and turn into Westminster Road.	3
14	Cyclists are still using the footway in preference to the cycle lanes.	
15	Opposed to fixed bollards but would like a rising bollard.	
16	Supports 20mph speed limit.	
17	Supports traffic calming measures	
18	Proposes signed access only for residents	
19	The road humps are too low and cars speed	4
20	Concerned about the safety of children in the area	2
21	Do not support closing road.	
22	Reinstate the traffic lane on Water End	
23	Cyclist don't use the cycle lane	
24	Introduce no right turn into Westminster Road	
25	Introduce road charging	
26	Would like an additional road hump near the Westminster Road / The Avenue junction.	

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Annex F

Comparative Traffic Volumes

Link	Date	12-hour 2-way flow
Water End	2008 average	17833
Clifton Bridge	Sep-08	14795
A19 Clifton	2008 average	10363
Beckfield Lane	Jun-08	6121
Grantham Drive	Sep-07	2176
Navigation Road	Sep-08	2050
Higthorne Road	Jun-08	1874
Elmfield Avenue	Jun-08	1690
Westminster Road / The Avenue	Sept-09	1440

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Traffic Issues at Junction of Water Lane, Clifton Green, Westminster Road, and The Avenue

Comments from the Economic & City Development Overview & Scrutiny Committee Task Group on the report being presented to the Executive Member for City Strategy on 05.01.2010

Comments from Cllr Pierce

1. I'm very disappointed (but not surprised) by the report's recommendations which appear to fly in the face of confirmation of the high volumes of traffic claimed by residents, the officer's assessment that the high response rate by residents was 'representative', and (their) majority support for a prohibition of driving order (road closure). Only a very small proportion of traffic exceeds 20 mph. So the impact of the speed limit will be minor. I suspect that some officers may realise that the Water End junction could not handle the increased vehicle flows that closure of the 'rat-run' would generate. Indeed, the 'success' of the Water End scheme depends on Westminster Road/ The Avenue providing a relief road. So, in practice, the best solution may be to dismantle the Water End 'improvement' scheme to allow higher volumes of traffic to use the junction without diverting onto Westminster Road/ The Avenue AND examine the alternative options for rerouting cyclists suggested by Councillor Scott (to the side of John Burrill Almshouses). The scrutiny task group was advised that the cost of reverting to the previous lane arrangements would be approximately £6,000.

Comments from Cllr Hudson

2. It was not my understanding that there was a problem with the speed on Westminster Road rather the volume of traffic, the report states that the average speed is 20 mph and I also understand that a 20 mph limit is unenforceable, therefore I must agree with Councillor Pierce.

Comments from Cllr Scott

3. I agree with and endorse Councillor Pierce's view.

Comments from Cllr D'Agorne

4. A question arises in my mind in the interpretation of the results of the resident's survey: Given the recommended action of only introducing a 20mph limit, how many would chose to also have road narrowings, as 'second best' to a road closure to deter the rat running? I suggest that further consultation of residents is needed in the light of the known results of the survey as views may change now that this picture of preferences has emerged.

I don't see a problem with introducing the 20mph limit - this should help reinforce the impact of the humps on traffic speeds.

I cannot endorse Councillor Pierce's view. The report indicates that there are conflicting views of residents as to where a closure might be located and the fact that the response rate is insufficient to know whether those who failed to respond would support or oppose a formal closure order. If you are to make representations to the Executive member on behalf of the Task Group I would not wish to be associated with suggestions that the junction layout revert to the original and would point out that when this was touched on in our discussions it was only to ask the question of costs and implications - we did not draw any conclusions.

I would endorse a view that further consultations should take place with residents in the light of the findings of the survey and would support a 20mph limit which is of course Labour and Green party policy for residential streets in York (with or without humps!)

5. Task Group Members:

Cllr Pierce
Cllr D'Agorne
Cllr Hudson
Cllr D'Agorne



**Decision Session –
Executive Member for City Strategy**

5th January 2010

Report of the Director of City Strategy

School Travel Planning process and the associated ‘Safe Routes to School’ initiative**Summary**

1. This report outlines the work that has been undertaken by the Council in partnership with schools to increase the number of journeys being made to school by sustainable modes of transport. The report also reviews the associated ‘safe routes to school’ initiatives which have been identified as part of the travel planning process. The report concludes by examining the context in which this work will continue after March 2010.

Recommendations

2. The Executive Member for City Strategy is recommended to:
 - i) Note the content of the report.
 - ii) Note that officers will review the Census data, submitted in January 2010 to create a priority list of schools who will be specifically targeted in 2010/11. A further information report will be brought to a future meeting to advise of the priority list.
 - iii) Encourage school governors to continue to engage with the school travel planning process to increase the percentage of journeys made to school by sustainable modes.

Reason: The travel planning process will only affect staff and student modal shift with the engagement of the whole school community.

Background

3. The Travelling to School Initiative (TTSI) tasked every school to promote sustainable travel to school by encouraging more children to walk, cycle, use the bus or car share and to reduce car use. To help schools to achieve this, the Departments for Transport and Children, Schools and Families have been providing funding for School Travel Plan Coordinators (STPCs) to work with schools to create practical and deliverable School Travel Plans. By 31 March

2009, 81% of the schools in England had put such plans in place. In York, this figure was 89%

4. York's involvement with the TTSI started with the 'Safe Routes to School' initiative which began in 1995. The Council was approached by Sustrans to be involved in the national pilot scheme. The Council was very keen to be involved as the aims of this new initiative closely matched much of the work we were already doing but would bring it a fresh focus and direction. Following consultation with head teachers to gauge interest in being involved, three schools in York were chosen for the pilot project.
5. 'Safe Routes to School' forms part of a more general package of measures to improve safety in and around school sites. Other improvements include improvements which have been made to school cycle and scooter parking as well as school safety zones. A total of £200,000 will be spent on such initiatives during 2009/10.
6. 'Safe Routes to School' opened the way for initiatives such as 'School Travel Plans'. York has received £100k of central government funding since 2004 to support this work. The funding is due to end in March 2011.
7. In 2003, the DfT and DfES (now DCSF) published '*Travelling to School – A good practice guide*'. The document provided a range of suggestions for best practice but also outlined several targets. With reference to school travel plans specifically, the document stated:

'We want local education and transport authorities to develop a joint strategic approach to school travel issues and to reduce car dependency for journeys to school in their area. School travel plans will be the key strategies for achieving this and we want authorities to work with schools or groups of schools to develop plans to meet local circumstances. Our objective is that all schools should have active travel plans before the end of the decade.' (p48, *Travelling to School – A good practice guide*, 2003)
8. The Council's former Corporate strategy contained a target (CYC 5.3) for all schools to have a travel plan in place by the end of March 2010, which is coincident with the original cessation of the STPC post funding. The responsibility for encouraging schools to devise and implement these plans rests with the STPCs (2 x 0.5 fte).
9. Although the coordinators are charged with encouraging the schools to have a travel plan in place, schools are under no legal (or funding) obligation to do this, except for planning obligations and/or conditions applied to new schools or schools undergoing a significant (re)development. Maintained schools writing their first approved travel plan will receive a travel plan grant based on the number of pupils they have which may be spent on promoting sustainable travel to school. Independent schools do not receive this grant. Schools are not obliged to subsequently review or monitor their travel plans by government, although CYC require schools to do so as a planning condition as stated above.

10. Members will appreciate that schools now enjoy a large measure of autonomy in the running of their facilities. The lack of compulsion for schools to implement and monitor travel plans makes it very difficult for the Council to otherwise persuade schools that do not wish to implement a travel plan.

School Travel Plans

11. Since 2004 and by December 2009, 92% of schools in York had adopted School Travel Plans. The table below outlines the list of schools which have not yet fully implemented plans.

Table 1 – Schools not having submitted STPs at December 2009

Secondary	Primary	Independent	Other
Burnholme	Acomb	Bootham	Applefields
Fulford	Burton Green	Minster	The Danesgate Centre
Manor	Hemplands		
	St Aelred's		

12. All of the schools identified in table 1 are engaged in the process and whilst not certain, it is likely that a majority of the schools above will deliver travel plans by the end of March 2010.
13. All of the submitted and approved travel plans have actions plans attached to them with targets to decrease their car use and increase the sustainable modes split. Whilst the targets vary, an example from a recently submitted travel plan is as follows:

<i>Decrease to the number of cars journeys to school</i>					
<i>Target</i>	<i>Who it is for</i>	<i>Completed by</i>	<i>Monitoring activity</i>	<i>Owner</i>	<i>Review date</i>
<i>Reduce car usage from 14% to 12%</i>	<i>parents, carers (students) and, staff</i>	<i>April 2010</i>	<i>Staff and parents survey data.</i>	<i>Hilary Reed SLT</i>	<i>June 2010</i>

14. The STPCs continue to work hard to encourage schools to deliver and review their plans. It is important to recognise however that unless the school takes ownership of its plan it is unlikely to deliver a shift in the percentage of students or staff traveling to the school by sustainable modes.

Proving the success of travel plans in encouraging modal shift

15. Whilst it is difficult to identify the precise impact that a travel plan has had in encouraging modal shift at a school when considered in isolation, the modal split of student journeys to school has been recorded on an annual basis since January 2007 as part of the school census.
16. An indication of the modal shift which has been achieved is included at table 2 below. The census data represents the mode used to travel to school by students, rather than by the whole school community.

Table 2

Mode Share of Journeys to school (all schools)

Mode of Transport	2006/07 Baseline	2008/09
Car/Taxi	18.6%	20.1%
Car share	1.1%	1.0%
Public Transport	10.7%	13.3%
Walking	52.9%	54%
Cycling	6.9%	6.8%
Other	0.1%	0.3%
Not recorded	9.7%	4.3%

17. The car use recorded has increased over the past three years but this is more likely to be a result of inaccurate recording in the early data submissions than because of an actual increase. The statistics submitted in January will give a clear indication as to whether the number of journeys being made to school is constant or may even downward trend.
18. In Autumn 2008, a significant amount of effort was invested to encourage schools to accurately collect their data in the January 2009 census. It was established that a proportion of schools had not been collecting data for all students every year, but rather only the new intake of students. If, for example, a secondary student was driven to school in Year 7, but was cycling by the time they reached Year 9, this change would not have been recorded..
19. On receipt and analysis of the January 2009 census data, maps were produced for each school in York displaying their modal splits. It is intended that this exercise will be repeated with the January 2010 data. By comparing the two sets of data it will be possible to draw conclusions as to whether the number of students traveling to school using sustainable modes has increased.

20. Particular focus will be given to the eight schools submitting travel plans in March 2009 to analyse whether the introduction of a plan has had an impact on the modal split. The data maps have been supplied to the schools and an example plot is re-produced in Annex A. The background map is not displayed for child protection purposes. The STPC's use the census data and associated maps to advise schools as to how they are doing in achieving their targets and to help schools develop specific strategies to encourage active travel to school.
21. STPC's will use the census data to target schools during 2010/11 where there is the potential for greatest mode shift. The data is also used in the writing of travel plans to provide baseline data against which schools can set their targets and monitor their performance.
22. The schools identified in the data analysis as described above will also help to inform engineering schemes at schools in 2010/11. In addition to the STPCs, two engineering staff work on school safety schemes as part of their remit to deliver engineering safety schemes more widely across York.

School Safety Schemes

23. School Safety Schemes include School Safety Zones, Safe Routes to School (SRTS) and School Cycle Parking. The first programme of School Safety Schemes started about 10 years ago and focused on SRTS initiatives for all York's Secondary Schools. SRTS aims to promote safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling. Typical SRTS measures include crossings, improved footways, cycle routes and road safety measures. The extent of the scheme generally depends on the number of pupils, where they live, and the speed and volume of traffic on the surrounding road network.
24. This work was followed by School Safety Schemes being provided outside all 60 Primary Schools in York with a school safety zone surrounding the main entrances, where practical. This included the provision of 20mph speed limits with speed tables and speed cushions, parking controls and improved crossing facilities. This phase of School Safety work was substantially completed in 2006, although further fine tuning of the schemes have taken place since then.
25. With road safety much improved by slower vehicle speeds directly outside schools, the focus then shifted to SRTS for Primary Schools. This years' programme of works is shown as Annex B with 7 schools expected to benefit from measures this year, and a further 5 feasibility studies which will hopefully form the basis for next years school safety allocation. Requests for such highway improvements are usually generated through the School Travel Plan process, and it is expected that the school should be actively promoting walking and cycling.
26. It is also common for safe routes to school measures to have benefits for the wider community, for example, a recently introduced zebra crossing in Wigginton at the site of the School Crossing Patrol also benefits pedestrians using local village amenities. In addition, a small amount of funding is made

available to meet requests for school travel-related minor improvements such as dropped kerb crossing points and bollards to protect pedestrians.

27. There is also a yearly allocation of capital funding for school cycle parking. This is generated through the School Travel Plan process and supported by cycle training. Both these factors are essential to encourage a shift towards more cycling to school. This years programme of works is shown as Annex B and will benefit 6 schools. In addition, there is also a minor amount of funding for scooter parking.
28. Now almost all schools have or are working towards completing a School Travel Plan, much of the School Safety highway work has been completed. It is therefore particularly important to focus on maintaining momentum with the Schools through the School Travel Plan process on sustainable travel issues particularly with new pupils starting every year. However, school travel highway issues continue to arise, including school safety measures linked to new school builds and mergers, where the majority of improvements are funded through the planning process and provided by LCCS.

School travel plans and the planning process

29. The Government's Planning Policy Guidance on Transport (PPG13) states that:

“travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for... new and expanded school facilities which should be accompanied by a travel plan which promotes safe cycling and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities.”
30. Whilst not all schools in York have engaged with the travel planning process when developing or moving sites, a majority have. York High has been formed from the merger of Oaklands and Lowfield schools and have produced a school travel plan with the help and support of a STPC for March 2009, which they are now actively promoting.

Sustainable School Travel Strategy

31. The Education and Inspections Act (2006), section 76:

‘...gives local authorities a duty to prepare and publish a sustainable school strategy, leading to health and environmental benefits.’ (A Short Guide to the Education and inspections Act, 2006)
32. The duty requires that the aforementioned document must be updated every year. York's strategy is in draft and consultation with members will take place in the new year before formal approval and publication. The modest level of funding received from central government as part of the duty (£12,000 per annum) should be put towards a creative initiative, tailored to York's circumstances, to encourage more children to walk and cycle.

33. The draft strategy details the services the Council currently provides through School Safety schemes, Road Safety Training, 'Walk to School' weeks as well as through the assistance and expertise offered by the School Travel Plan Coordinators in the production and development of Travel Plans.
34. In essence, the sustainable travel to school strategy pulls together all the measures CYC is doing and in many cases, has done for numerous years, into one document and includes an action plan for progressing these into the future.

Moving forward

35. A letter sent to all local authorities jointly by the Departments for Children, Schools and Families, Department for Transport and Department of Health in November 2009 clarified Government thinking regarding the role of School Travel Advisors beyond March 2010 and in so doing, the future of the Travelling to School Initiative.
36. The key driver behind school travel plans to date has been the environmental and congestion agendas. All schools are expected to be 'sustainable' by 2020 and 'travel and traffic' is one 'doorway' which needs to be addressed if this is to be achieved. The air quality and climate change agenda are likely to increase in the coming years. The importance of changing travel behaviour in this regard cannot be underestimated and the Government letter (a copy of which is appended at Annex C) identifies sustainability and traffic congestion as two areas which should be targeted through the school travel planning process. The letter also identifies another key driver for the future production and maintenance of school travel plans and traveling to school initiatives:
37. The health of our young people. The Department of Health is keen to arrest the decline in the number of children walking to school. A school travel plan is required for schools to receive the 'Healthy Schools' accreditation and set against a backdrop of increasing obesity levels, school travel plans are likely to become more relevant as schools attempt to tackle this difficult issue.
38. The Government expects that work to build partnerships with third party agencies (eg Primary Care Trusts) is increased and identifies four key areas for specific focus:
 - a. Working to ensure that any schools still without travel plans complete one.
 - b. Refresh and revitalise plans at schools with a School Travel Plan (you may want to carefully target certain schools, such as those with the greatest potential for modal shift, or where there is an obesity issue)
 - c. Widen the scope of existing travel plans, incorporating travel at non-school opening/closing times
 - d. Widen the scope of plans to cover journeys made by teachers and other staff

39. In addition, officers would like to give consideration to schools with existing travel plans which were submitted early in the travel plan process (2004-2006) and which would not pass the present quality assurance process which came into effect in August 2007.
40. It is acknowledged that School Travel Plans have a 'life' of around 3 years before car usage will potentially start to increase again. A significant proportion of Travel Plans were written between 2004 and 2006 and will need refreshing. Thus the need to identify and target schools with greatest potential for modal shift.
41. Upon receipt of the January 2010 census data, officers will work to provide members with a proposed list of schools which will form the basis for much of the STPC work for 2010/11. It is anticipated this list will be available in late March or early April 2010. Its success will depend on the schools willingness to engage with the STPCs.

Consultation

42. Modal shift at schools is achieved with the input of a variety of departments from within the Council, not least the Road Safety and Sustainable Travel teams within the Transport Planning Unit and the Transport & Safety Engineers within Engineering Consultancy, all of whom have had an active input to the writing of this report.
43. School Information Officer within the Council's Management Information Service advised that Management Information worked closely with the School Travel Plan Coordinators in Autumn 2008 to ensure that schools were given the help and guidance they required to record accurate and up to date 'Actual Mode of Travel to School'. The 'Preferred Mode of Travel' as a local initiative was also collected last year. MIS supplied the data electronically for the School Travel Team to analyse and use when working with schools and to inform travel plans.
44. The data was readily available for both local and national performance indicators and has been checked for accuracy for audit purposes. This was a very positive collaborative working relationship which resulted in up to date travel data being available.
45. It is intended that the STPCs will work closely with the Management Information Team again during 2010-11 to ensure that the reliability of the travel data provided by schools is maintained.
46. In addition, partnership working with the individual schools and third parties, such as North Yorkshire Police (and in particular, the Police Community Support Officers for the wards in which the schools are located) is crucial to the successful delivery of both Safe Routes to School and School Travel Plan initiatives.

Corporate Priorities

47. Continued support for School Travel Plan work would contribute to the following Corporate priorities:
- **Sustainable City** - There is considerable scope for reducing vehicle congestion delay on the overall network, and especially in the vicinity of schools, through greater use of sustainable modes, thereby reducing the associated adverse affects of motorised transport, such as air pollution and carbon emissions from the consumption of fossil fuels.
 - **Inclusive city** – The introduction and development of both engineering safety and educational measures increases access to schools and their associated facilities through a wider range of travel choices.
48. Local Transport Plan 2006-2011 (LTP2): Support for the initiatives outlined above would contribute to several of the aims of the second Local Transport Plan, namely:
- To tackle congestion
 - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

- **Financial**

There are no financial implications

- **Human Resources (HR)**

A decision will be required at some point over the next twelve months as to how the promotion of school travel plans/ sustainable travel in schools is to be carried out following the cessation of government funding in March 2011.

- **Equalities**

There are no equalities implications

- **Legal**

There are no Legal implications

- **Crime and Disorder**

There are no Crime and Disorder implications

- **Information Technology (IT)**

There are no IT implications

- **Property**

There are no Property implications

- **Other**

There are no other implications

Risk Management

49. There are no known risks.

Contact Details

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Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development & Transport)
City Strategy

Report Approved



Date

17 December 2009

Wards Affected: All

All

For further information please contact the author of the report

Annexes

Annex A – An example map of school postcode plots

Annex B – School safety Capital programme 2009/10

Annex C – Letter to local authorities concerning the future role of Road Safety Advisors post March 2010

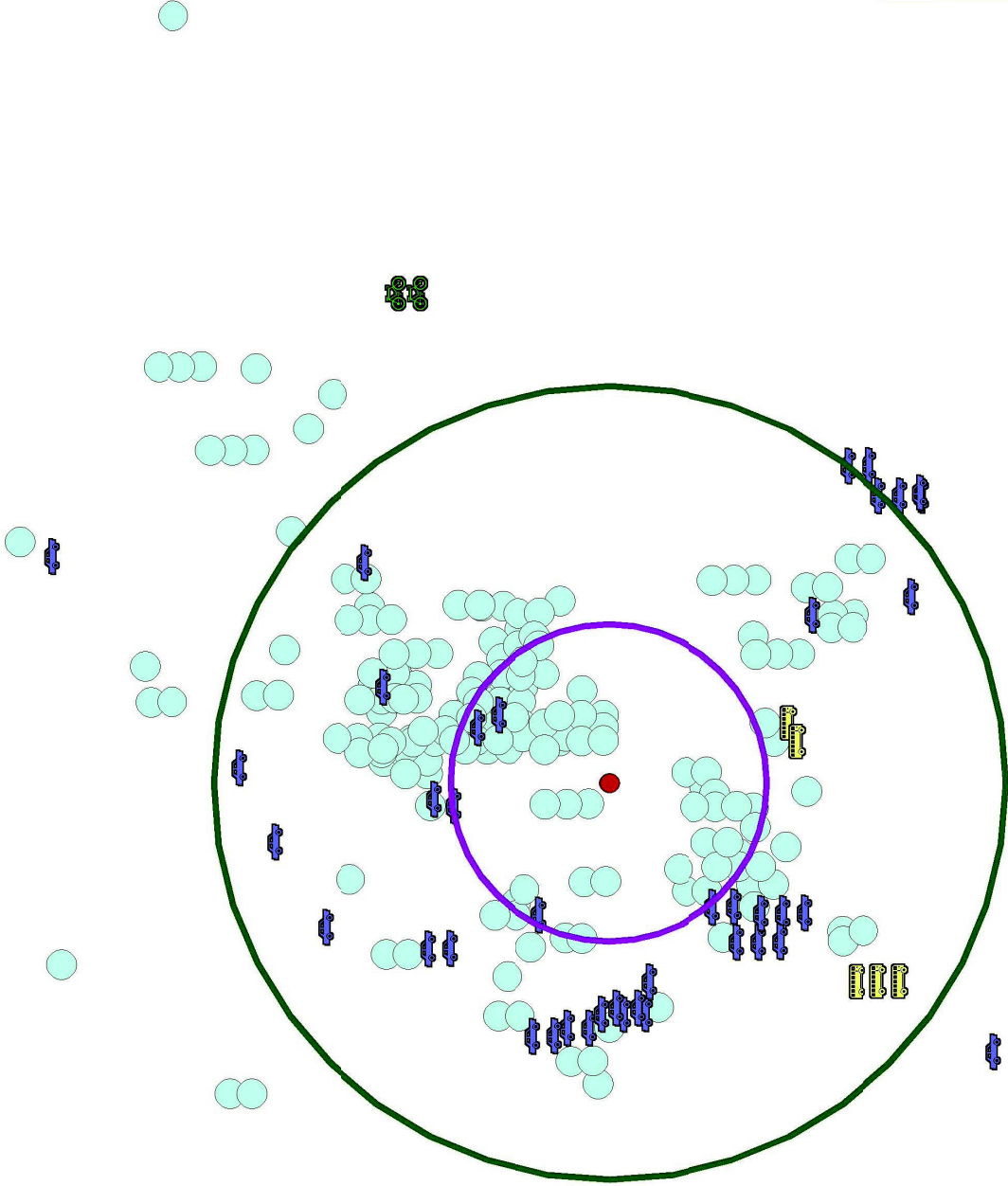
Background papers

- 1) *Travelling to School – A good practice guide* (DfT and DfES, 2003)
- 2) *A short guide to the education and inspections act* (DfES, 2006)

ANNEX A



This map is produced to enable informed decisions to be made in order to successfully promote the school's mode of transport. It is based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil action. City of York Council, Licence No. 1000 28818, Dec. 2009



Mode of Travel	
	Walk (220)
	Car (45)
	Cycle (2)
	Public Bus (5)
	Taxi (1)

Not to be made publicly available

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School Safety Capital Programme 2009/10

Scheme Ref	09/10 City Strategy Capital Programme	Proposed Budget (LTP)	Scheme Type	Comments
		£1000s		
School Schemes				
SR01/07	Carr Infants & Juniors SRS	17.00	Scheme	Completion of 2008/09 scheme
SR04/08	Wigginton Primary SRS	11.00	Scheme	Costs of 2008/09 scheme completed in early 2009/10
SR19/05	Clifton Without SRS	11.00	Scheme	Costs of 2008/09 scheme completed in early 2009/10
SR10/09	Clifton with Rawcliffe SRS (formerly Clifton Without)	18.00	Scheme	Pedestrian improvements at Eastholme Drive/ Byron Ave jct
SR20/05	Dringhouses Primary SRS	5.00	Scheme	Footway buildout at crossing point on Cherry Lane
SR01/09	Haxby Road Primary SRS	2.00	Study	Feasibility work on new crossing facilities
SR02/09	Hempland Primary SRS	5.00	Study	Feasibility work on new crossing facilities & footpath improvements
SR03/09	Hob Moor SRS	20.00	Scheme	Improvements at school entrance for pedestrians and cyclists
SR04/09	Naburn Primary SRS	2.00	Study	Feasibility work on safety improvements
SR05/09	Poppleton Ousebank Primary SRS	2.00	Study	Feasibility work on crossing point improvements
SR06/09	Ralph Butterfield Primary SRS	10.00	Scheme	Footpath to Park & Stride site
SR07/09	The Mount & Tregelles SRS	20.00	Scheme	Pedestrian crossing point improvements
SR05/08	Woodthorpe Primary SRS	40.00	Scheme	Review of Park & Stride and provision of new footpath
SR08/09	York High SRS	40.00	Scheme	Works at new entrance including new pedestrian crossing
SR09/09	Heworth Primary SRS	2.00	Study	Feasibility work on safety improvements
N/A	Safety Audit Works	5.00	Scheme	Allocation for cost of safety audit works
School Cycle Parking				
SR11/09	Acomb Primary Cycle Parking	7.00	Scheme	Installation of cycle parking at schools
SR12/09	Haxby Road Primary Cycle Parking	7.00	Scheme	
SR13/09	Ralph Butterfield Primary Cycle Parking	7.00	Scheme	
SR14/09	Hemplands Primary Cycle Parking	7.00	Scheme	
SR15/09	Carr Infants Cycle Parking	7.00	Scheme	
SR16/09	Elvington Schools Cycle Parking	7.00	Scheme	
SR17/09	Scooter Parking - Various Locations	8.00	Scheme	Installation of scooter parking at schools across the city
School Schemes Programme Total		260.00		
Overprogramming		60.00		
Budget		200.00		

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ANNEX C

Department for
Transport



**To: Directors of Transport
Directors of Children's Services**

Cc: School Travel Advisers & Regional School Travel Advisers

18 November 2009

The Role of School Travel Advisers Post March 2010

The purpose of this letter is to set out what we think should be the focus for School Travel Advisers in 2010-11. It is endorsed by three Government Departments to demonstrate the wide-reaching benefits and support for this work.

The Travelling to School Initiative (TTSI) tasked every school to promote sustainable travel to school by encouraging more children to walk, cycle, use the bus or car share. To help schools achieve this, the Departments for Transport (DfT) and for Children, Schools and Families (DCSF) have been providing funding for School Travel Advisers to work with schools to create practical and deliverable School Travel Plans. By 31 March this year, 81% of schools had put such plans in place.

The Department of Health (DH) also has a strong interest in school travel and shares the desire to address the decline in the number of children walking to school. Developing a School Travel Plan is a criterion in Healthy Schools accreditation and active travel to and from school is given further impetus through the introduction of Enhanced Healthy Schools status. Promoting active travel is also a key element to both the Obesity and Physical Activity strategies within DH. DH and DfT will jointly be publishing a strategy on Active Travel.

Although the TTSI was originally due to finish in March 2010, in an increasingly carbon and obesity conscious world, we felt that it was right to continue funding School Travel Advisers for a further year – until March 2011. £6.8 million will be paid via the Area Based Grant mechanism. Essentially the TTSI is about changing attitudes and behaviour towards travel to school. We know such changes can take a long time and need continued and sustained effort.

As the vast majority of schools will already have a School Travel Plan in place, the following is a menu of actions from which we would like you and your School Travel Advisers to pick, in order to ensure that School Travel Plans remain effective and active travel becomes embedded in the school community. Not everything will be practical in your authority and priorities may vary (depending, for example, which targets are included in your Local Area Agreement).

In the spirit of the new strategic priorities, particularly the 21st Century Schools agenda, we believe that the way forward lies in School Travel

ANNEX C

Advisers working with others to build partnerships both inside and outside the authority: Primary Care Trusts (to underpin the relationship between health and travel, particularly obesity and physical activity), sustainability (particularly air quality and climate change issues) and traffic congestion. And we are expecting a focussed effort on getting and delivering results.

School Travel Plans

- Work with any schools still without a School Travel Plan including those that open during the year
- Refresh and revitalise plans at schools with a School Travel Plan (you may want to carefully target certain schools, such as those with the greatest potential for modal shift, or where there is an obesity issue)
- Widen the scope of existing School Travel Plans to ensure that they address all pupil needs (journeys to/from school at normal start/finish times; journeys to attend pre and after school events and journeys during the school day to attend activities at other locations)
- Widen the scope of plans to cover journeys made by teachers and other staff, including their commute to work

Linkage with other strategies

- Link with healthy schools
- Link with sustainable schools and schools gaining sustainable school status

Key documents and strategies in your authority

- Work across the local authority to improve the quality of Sustainable Modes of Travel Strategies
- Input to Local Transport Plans (you may want to refer to the essential guide recently published by the Department for Transport at <http://www.dft.gov.uk/pgr/sustainable/guidelocalauth/>)

Journeys around the new 14 – 19 agenda

- Look at how schools and colleges will tackle the journeys their students need to make

Data

- Work with schools to help them complete the relevant aspects of the school census more accurately
- Analyse the data for your authority alongside MIS officer to improve the quality

Implementing practical measures

- Assist schools in identifying and then implementing appropriate traffic engineering measures – e.g. pedestrian crossings, traffic calming, safe routes to schools, cycle parking

ANNEX C

- Provide a bridge between the school and a public transport operator – for example, around the timing of bus services and the location of bus stops
- Help schools introduce Bikeability – the modern cycle proficiency course – and other cycle initiatives such as Bike IT and Go Ride
- Help schools introduce walking initiatives
- Help schools with road safety initiatives
- Work with teachers over school lesson plans

School Travel Advisers, who are currently supported at regional level by Regional School Travel Advisers, are working with schools on the completion of School Travel Plans due to be submitted for approval in March 2010. Regional School Travel Adviser secondments to DCSF are due to end in March 2010. Funding for RSTAs is currently being reviewed and we hope to be able to share the results of this with you shortly. We are being asked about School Travel Plan quality assurance arrangements for the plans submitted by March 2010 and can confirm that quality assurance will take place and we will notify School Travel Advisers of the arrangements via the Regional School Travel Advisers in due course.

Earlier this year we commissioned an independent evaluation of the TTSI and we expect to be able to publish the evaluation report in a few weeks time. We are very grateful to School Travel Advisers, Regional School Travel Advisers and other LA colleagues who have contributed to the evaluation.

We would like to thank the School Travel Advisers and Regional School Travel Advisers for their enthusiastic participation in the TTSI so far. As we approach 2011 we will see increasing cross-government working as Children's Trusts develop and the Pupil and Parent Guarantees are introduced, embedding best practice into schools. We hope the School Travel Advisers continue to invest their time and effort into taking this work forward with the same degree of energy and enthusiasm.

Peter Livesey
Joint Chair TTSI

Jessica Matthew
Joint Chair TTSI

Clara Swinson
Dept of Health





DCSF
Sanctuary Buildings
Great Smith Street
London

DfT
Great Minster House
Marsham Street
London

Wellington House
Waterloo Road
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**Decision Session –
Executive Member for City Strategy**

5th January 2010

Report of the Director of City Strategy

**Petition from Holgate residents calling on First York to amend the
Nos. 5 Bus Route****Summary**

1. The report considers a petition presented to the Council earlier this year calling on the Council to make representations to alter the route taken by the number 5 bus service through central York and on to Monks Cross (rather than Strensall). The petition requests that the service travels via Stonebow and not St Leonard's Place with it reverting to the route used by the former number 16 which incorporated the Hollybank Loop.

Recommendations

2. The Executive Member for City Strategy is recommended to:
 - i) Note the content of the petition.
 - ii) Do nothing, acknowledging that whilst the break in this service is an inconvenience, it is not possible to provide direct bus routes between all points of the City and alternative services.

Reason: A number of bus services connect with route 5 from Acomb at both the railway station and on Blossom Street offering a good level of interchange. Officers will continue to work with bus operators to develop the level of service to this part of York.

Background

3. The Council has received a petition signed by 237 residents concerning the route taken by the number 5 service from Acomb once it reaches York.
4. Prior to February 2008, service 16 operated on a commercial basis (without Council subsidy) and took the following route:

Acomb – Green Lane – Hamilton Drive – Holgate Road – Rail station – Rougier Street – Stonebow – Monkgate – Heworth Green – Dodsworth Avenue – Huntington Road – Byland Avenue – Elmfield Avenue – Malton Road – New Jockey Lane – Monks Cross.

5. The service was operated by First Group on a half hour frequency.
6. First Group expressed concerns that the route could no longer be operated on a commercial basis. Council officers worked with First Group to ensure that the area still received a bus service (there was a possibility that there would be no bus service along Hamilton Drive at one point) and proposed that route 5, which had previously terminated in the City Centre having travelled from Strensall, be extended to Acomb via Hamilton Drive.
7. First Group agreed to this proposal, with the resulting network of a 15 minute service between Strensall and York and every second bus travelling on to Acomb (providing a half hourly service along Hamilton Drive as per the former route 16 between Green Lane and the City Centre).
8. Service 5 is operated commercially (without Council subsidy) and takes the following route:

Acomb – Green Lane – Hamilton Drive – Holgate Road – Rail station – Theatre Royal – Gillygate – Haxby Road – Haley’s Terrace – Huntington Road – Strensall
9. Whilst there is no longer a direct bus service between Holgate and Stonebow, the following interchange opportunities remain:

Change at Blossom Street or York Station for service 11 (every 30mins), service 12 (every 30 mins), 13 (every 30 mins) or any Coastliner service (every 15 mins)
10. There is also no direct bus service between Holgate and Monks Cross but the following interchange opportunities remain:
 - Change at Blossom Street or York Station for service 13 (every 30 mins Mon - Sat, hourly on Sundays)
 - Alight at Station Avenue and walk to Rougier Street to connect with Park & Ride service 9 (every 10 mins, seven days)
 - Change at Theatre Royal (or all points to New Lane) for service 55 (hourly, Monday - Friday)
 - Change at all points on Huntington Road between the Link Road and New Lane for service 20 (hourly, seven days)
11. Any alteration of the route taken by service 5 through the City would potentially inconvenience those passengers travelling to Huntington, Strensall and all points in between who have grown accustomed to the current stopping arrangements and would potentially be disadvantaged by any alterations.
12. There are two inconveniences resulting from these network changes for Holgate residents wishing to travel through to Stonebow or Monks Cross:

- a. The inconvenience of having to change bus and the resulting time penalties
- b. The additional cost for fare paying passengers who will either have to buy two single / return tickets, or if travelling wholly on First buses, purchase a First period pass. Concessionary pass holders are not subject to this penalty.

Consultation

13. Ward councillors have been consulted to understand the principal concerns of residents. Councillor Bowgett confirmed that the petitioners are unhappy that they no longer have a bus service linking Hamilton Drive and Stonebow. Service 1 (which is the alternative bus but not so convenient) also travels via St Leonards Place and not via Stonebow. Some petitioners did mention Monk's Cross but the link to Stonebow seemed to be the main concern. The reason for this is that many people without transport go to shops and stalls in the Stonebow area to do their shopping and then they like to hop on the bus back home. Going to St Leonards with heavy bags is a struggle for them.
14. First Group were consulted regarding the possibility of amending the routeing of service 5 to re-direct half of the journeys via Stonebow instead of St Leonard's Place. Their comments are shown at paragraph 18 below.
15. Transdev York were consulted regarding the possibility of extending route 20 to provide a loop working along Acomb Lane, Hamilton Drive and Green Lane in order to create an alternative link to Monks Cross via Clifton Moor. Their comments are outlined at paragraph 23 below.

Options

16. The following options are presented for the Executive Member's consideration:
 - a. Revive a variant on the old service 16, providing a direct link between Acomb and Monks Cross via Stonebow or re-direct half of the route 5 services via Stonebow, with the other half travelling via St Leonard's Place.
 - b. Extend service 20 from York Road to provide a loop along Acomb Road – Hamilton Drive – Green Lane and provide a suburban service to Monks Cross via Clifton Moor (not via York City Centre)
 - c. Do nothing, acknowledging that whilst the break in this service is an inconvenience, it is not possible to provide direct bus routes between all points of the City and alternative services

Analysis

17. **Option a.** Officers have worked with bus operators to identify possible improvements which might be made (specifically, to the route 5 timetable/routeing).

18. First Group considered the possible re-routeing of half of the journeys on route 5 to travel via Stonebow but concluded that the commercial viability of the service was reliant on all journeys taking the same route through the city centre. This would also enable passengers for Huntington/ Strensall areas to take advantage of the fifteen minute frequency from one City Centre stop.
19. The operator highlighted the fact that connections were available at either Blossom Street or the Station for passengers wishing to travel from Acomb to Stonebow / Monks Cross, and that those in possession of day/period tickets would not be penalised financially by changing buses and that, overall, they considered altering the route would not benefit a majority of passengers.
20. It is unlikely that First Group would be willing to re-introduce the former route 16 without Council subsidy. The re-introduction of service 16 (as was), considered in isolation, is thought likely to cost the Council in the region of £150,000 per annum. The introduction of such a service would almost certainly result in the termination of the current, commercially operated, route 5 service (from Strensall to Acomb) in the City Centre.
21. **Option b.** Service 20 currently operates on a suburban route from Monks Cross, via Haxby, Clifton Moor, Rawcliffe, Poppleton and terminates on York Road, Acomb. The service is operated with subsidy from the Council.
22. Extension of service 20 around Hamilton Drive would not only provide the area with a link to Monks Cross but would also provide a link to Clifton Moor. This service would have a journey time of approximately one hour to reach Monks Cross as opposed to the former route 16 journey through town with a journey time of approximately 45 minutes.
23. The extension of this service would be likely to cost £25,000 per annum
24. A response concerning the proposed route extension was received from Transdev York. The company was not in favour of extending route 20 to perform a loop along Acomb Road, Hamilton Drive and Green Lane as such a move would have an adverse effect on reliability and timekeeping on what is already a tightly timed route. The only way such an extension could be practically incorporated into the route would be by reducing the service frequency from every 60 to every 75 minutes, which would make the service unattractive and have a negative effect on ridership and revenue.
25. **Option c.** Service 5 provides the best possible opportunity for a viable bus service between Holgate and York. Council financial support would almost inevitably be required to seek to re-route service 5 or to re-introduce service 16 and at a time when Council resources are under pressure, this would be unlikely to be a priority. As outlined in paragraphs 9 and 10, there are a number of relatively convenient options linking Holgate and Stonebow as well as Monks Cross and whilst the demise of this direct link is unfortunate, there are still travel options available to link the destinations.
26. Any action to re-route service 5 would undoubtedly cause inconvenience to the passengers currently boarding and alighting the service in St Leonard's

Place who would either experience a reduction or complete withdrawal of their service.

27. It is also important to stress that the current route provides good connections to York Minster, the Central Post Office, Council Offices at St Leonard's Place, the Theatre Royal, the Central library and City Art Gallery, to name but a few. Any change to the route would make these destinations less easily accessible.

Corporate Priorities

28. Support for the bus services in this area would contribute to the following Corporate priorities:
- **Sustainable City** - There is considerable scope for reducing vehicle congestion delay on the overall network through greater bus use, thereby reducing the associated adverse affects, such as air pollution.
 - **Inclusive city** – The introduction of a range of sustainable bus routes across South Bank and Bishopthorpe Road increases access to opportunities and facilities by a wider (and potentially cheaper) range of travel choices.
29. Local Transport Plan 2006-2011 (LTP2): Support for the services outlined above would contribute to several of the aims of the second Local Transport Plan, namely:
- To tackle congestion
 - To improve economic performance in a sustainable manner;
 - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

- **Financial**

There are no financial implications with regard to the recommended option. There is no budget available to support any new service that would require a subsidy.

- **Human Resources (HR)**

There are no HR implications

- **Equalities**

There are no equalities issues except to note that the Council cannot force a bus operator (whether First or any other) to introduce or enhance bus services.

- **Legal**

There are no Legal implications

- **Crime and Disorder**

There are no Crime and Disorder implications

- **Information Technology (IT)**

There are no IT implications

- **Property**

There are no Property implications

- **Other**

There are no other implications

Risk Management

30. There are no known risks.

Contact Details

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Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development & Transport)
City Strategy

Report Approved

Date 17 December 2009

Wards Affected: Holgate, Guildhall, Micklegate, Heworth, Huntington & New Earswick, Strensall All

For further information please contact the author of the report

Annexes

Annex 1 – Front cover of the submitted petition

PETITION

THE RESIDENTS OF HOLGATE CALL UPON FIRST YORK TO AMEND THE ROUTE OF THE NUMBER 5 BUS SERVICE SO THAT IT GOES VIA THE STONEBOW AND NOT ST LEONARD'S PLACE. RESIDENTS WOULD LIKE THE SERVICE TO REVERT TO THE ROUTE USED BY THE FORMER NUMBER 16 AND INCORPORATING THE HOLLYBANK LOOP.

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**Decision Session –
Executive Member for City Strategy**

5th January 2010

Report of the Director of City Strategy

**A19 FULFORD ROAD CORRIDOR IMPROVEMENTS -
CONSIDERATION OF A PETITION**

Summary

1. The purpose of this report is to:
 - Consider a petition presented to Full Council on 3rd December 2009 regarding the proposed improvements at the northern end of Main Street Fulford.
 - Respond to the issues raised in the petition.
 - Seek a decision as to if and how the proposed scheme should be amended to address the issues raised in the petition.

Recommendations

2. The Executive Member for City Strategy is requested to:
 - a) Note the contents of this report.
 - b) Advise which of the following should be adopted for the entrance to Fulford Park:
 - Option 1 is to retain the existing layout but provide dropped kerb tactile crossings on or close to the pedestrian desire lines as shown on **Annex A**.
 - Option 2 is to amend the scheme as originally proposed to cater for the needs of pedestrians whilst still maintaining suitable vehicular access.
 - c) Agree to the amended areas of green surfacing as shown on the plan at **Annex A** and note that the double yellow lines are a key element of the scheme.
 - d) Agree to advise Fulford Parish Council that they should either accept one of the standard design shelters to replace the existing shelter at the Fulford

Park bus stop or use their own / ward committee funding to refurbish the existing shelter.

Reason: To improve conditions along this section of the corridor whilst addressing the concerns of Councillor Keith Aspden and local residents.

Petition

3. I / we the undersigned support Councillor Keith Aspden's Fulford Road petition:
 - (1) Council officers are still looking to narrow the entrance to Fulford Park. They say it is to improve access for pedestrians, but in reality this will only save seconds of walking time, whilst making it difficult for cars entering and exiting onto Main Street. Local councillor Keith Aspden agrees with you that this money could be much better spent on other schemes.
 - (2) The scheme will see a variety of bus, cycle and pedestrian improvements, but this may mean more coloured markings on parts of Main Street. As this is part of Fulford Conservation Area, we are keen to only use coloured markings where needed, and then to use pale colours that are suitable.
 - (3) The Council originally offered funding to support refurbishment of the bus shelter outside Connaught Court. This is no longer part of the scheme, but why not spend some of the money that it will cost to narrow Fulford Road on a contribution to an improved bus shelter?

The petition has been signed by 48 residents of 27 households in the immediate area of the proposed improvements.

Background

4. The former Executive Members for City Strategy and Advisory Panel (EMAP) previously considered a number of reports on the A19 Fulford Road corridor. These included a report to the meeting on 29th October 2007 outlining the results of a multi-modal transport feasibility study and a report to the meeting on 17th March 2008 summarising the results of the consultation and reviewing the proposals for the corridor in the light of those results. The Executive Member agreed the recommendations on how to progress the proposed improvement measures, taking account of the consultation findings.
5. Further reports advising of the progress in developing improvement proposals for the corridor were considered at the EMAP meetings on 8th December 2008 and 16th March 2009. However in view of continuing concerns raised by Fulford Parish Council and some local residents, the approvals given at those meetings excluded the Fulford Main Street (North) and Heslington Lane junction elements.

6. Further consideration was given to those local concerns and objections and discussions held with concerned parties to try to agree the way forward. The Executive Member for City Strategy Decision Session (EMDS) meeting on 7th July 2009 considered a report specifically relating to the above elements of the proposed corridor improvements. The Executive Member agreed which of the options should form the basis for the improvements to Fulford Main Street north of the Heslington Lane junction and the improvements to Heslington Lane junction itself. The Executive Member also requested that officers use delegated powers to make further minor changes to the layouts with the aim of satisfying, as far as possible, any outstanding concerns raised by ward members.
7. Approval was given at a subsequent Officer in Consultation (OIC) meeting on 22nd September 2009 to delete the previously proposed out-bound bus and cycle lane between Fulford Cross and Broadway and to provide a 1.5m wide out-bound on-road cycle lane in its place.

Entrance to Fulford Park

8. Fulford Park is a small relatively modern estate on the western side of Main Street just to the north of the Heslington Lane junction. Any pedestrians proceeding along the western side of Main Street, including those going to and from the nearby city-bound bus stop, have to cross its vehicular access. In addition to serving local residents, this bus stop also serves Fulford School and St Oswald's School, which are both, located off Heslington Lane.
9. There are no dropped kerbs or tactile paving to assist the mobility or visually impaired at this location. The entrance is considerably wider than other similar side roads along the corridor and, as a result, the crossing distance on or close to the pedestrian desire line is significantly larger than at other similar locations along the corridor, as noted below.

Side Road	Pedestrian Crossing Distance
Fulford Park	12m
St Oswald's Road	7.5m
Derwent Road	5m
Moorland Road	6m
Fulford Cross	5m
Maple Grove	6m
Wenlock Terrace	8m
Kilburn Road	5m

10. The existing excessive crossing distance was identified in a Stage 1 Road Safety Audit and this was taken into account when preparing the detailed scheme for public consultation. By providing 6m radii at the entrance to Fulford Park, rather than the existing 10m, the crossing distance on the desire line can be reduced to 8m. This would significantly benefit pedestrians and provide a safer route to nearby bus stop and schools. There would still be a suitable width for vehicular access, albeit not allowing two vehicles to exit at the same time as with the present arrangement.

11. The scheme proposals have been amended, pending the decision of this meeting, to retain the existing layout but provide a dropped kerb crossing with tactile paving about 2m back from the give way line.

Consultation

12. As noted in the petition the residents of Fulford Park and the ward councillor object to the narrowing. Officers have offered to lessen the extent of the proposed narrowing but this would still be unacceptable to the residents.
13. The North Yorkshire Police share the concerns of officers and consultants about the existing crossing distance, in particular as it is on the pedestrian route between Fulford School and a nearby bus stop. They strongly support narrowing to a similar standard to other residential roads on the corridor on safety grounds.

Options

14. **Option 1** is to retain the existing layout but provide dropped kerb tactile crossings on or close to the pedestrian desire lines. This is the option that would address the concerns of the local residents and is supported by the ward councillor.
15. **Option 2** is to amend the scheme as originally proposed to cater for the needs of pedestrians whilst still maintaining suitable vehicular access. This is the option that best meets the needs of pedestrians and is in line with other similar accesses along the corridor.

Recommendation

16. The Executive Member is asked to advise which option should be adopted for the entrance to Fulford Park:
 - Option 1 is to retain the existing layout but provide dropped kerb tactile crossings on or close to the pedestrian desire lines.
 - Option 2 is to amend the scheme as originally proposed to cater for the needs of pedestrians whilst still maintaining suitable vehicular access.

Coloured markings

17. A large proportion of the Fulford Road corridor lies within either the Fulford or Fulford Road conservation areas. As such minimising any adverse impact on the conservation areas has been a key issue and the council's conservation team have been involved from the outset.
18. Green anti-skid surfacing is being provided on the cycle lanes at key locations where cyclists would be most at risk, for example in the vicinity of signalised junctions; across side roads; and in areas where parking is permitted. Some sections of coloured surfacing have been joined up to try to avoid a patchwork quilt appearance. The actual colour used in York is Fern Green, which was

chosen in consultation with the council's conservation section to take account of the many areas within the city with conservation or similar status.

19. The extent of green surfacing has increased from that initially envisaged, however this is primarily due to the request from the parish council and local residents to retain a section of parking on the western side. Whereas previously the city-bound cycle lane would have had the protection of a bus lane and not required green surfacing, it now moves away from the kerb to pass parked vehicles and needs the additional green surfacing for safety reasons.
20. Having further reviewed the proposals two locations have been identified where previously proposed green surfacing could be deleted. The first is to omit green surfacing from the short out-bound cycle lane on Main Street just south of the Heslington Lane junction. The second is to shorten the proposed city-bound cycle on Main Street on the approach to the Heslington Lane junction so that it will commence just south of the access to Fenwick's Terrace. These will reduce the amount of green surfacing by about 65 square metres.
21. The double yellow lines are a key element of the scheme and without these there would be a significant risk that the scheme would fail. The need for "at any time" waiting restrictions and associated markings has been clearly spelt out from the outset. The only locations where double yellow lines will not be provided are at those locations where, following objections to the loss of parking, it was agreed that parking would continue to be permitted. These are on the western side along most of the frontage to Connaught Court and on the eastern side fronting 3 to 11 Main Street.
22. It should be noted that there are several existing "KEEP CLEAR" markings on this section of the corridor which have an adverse visual impact. We have however retained these as we understand they have been provided in the past following concerns from local residents and there would be objections from local residents, including some of the petitioners, if these were to be removed.
23. In addition the current proposals do not include yellow box markings at the signalised junctions as it is intended to give motorists an opportunity to let the junctions work without them. There may however be a need to consider them if queuing traffic affects the safe and efficient operation of the junctions.
24. The revised proposals are shown on the plan at **Annex A**.

Consultation

25. There has been extensive consultation with residents during all stages in the development of the improvement proposals including the advertising of traffic orders for waiting restrictions associated with the proposed double yellow lines. Issues raised have, where appropriate, been addressed in previous reports.

Options

26. **Option 1** is to agree to the amended areas of green surfacing as shown on the plan at **Annex A** and note that the double yellow lines are a key element of the scheme. This is the recommended option

27. **Option 2** is to delete green surfacing from this section of the scheme. As this would have a serious adverse effect on safety and could discourage people from cycling this option is not recommended.

Recommendation

28. Agree to the amended areas of green surfacing as shown on the plan at **Annex A** and note that the double yellow lines are a key element of the scheme.

Bus shelter near Fulford Park

29. The existing wooden bus shelter is the responsibility of Fulford Parish Council and is on an inset piece of land at the back of the footway which is not adopted highway. The scheme consultation documents showed it as being demolished and upgraded with a new glazed shelter, subject to approval from the Parish Council.
30. We have offered to replace it with either of the two standard types of shelter that have been provided elsewhere in the conservation areas along the Fulford Road corridor and in conservation areas elsewhere, however the parish council considered these to be unacceptable. Some parish councillors questioned the need to do anything with the bus shelter. As a result the replacement of the existing shelter does not form part of the existing proposed improvement.
31. The onus now lies with the parish council to decide what it wants to do. They either accept one of the standard designs or they use their own funds / ward committee funding to refurbish the shelter. However any refurbishment to the existing shelter would best be carried out outside of and after the main improvement contract.

Consultation

32. As noted above discussions have been held with the parish council who, up to now, have rejected the proposal to demolish the existing shelter and replace it with a standard shelter.

Options

33. **Option 1** is to replace the existing shelter with a standard shelter as initially envisaged. However in view of the parish council's previous objections this option is not recommended
34. **Option 2** is to advise Fulford Parish Council that they should either accept one of the standard design shelters to replace the existing shelter or use their own / ward committee funding to refurbish the existing shelter.

Recommendation

35. Agree to advise Fulford Parish Council that they should either accept one of the standard design shelters to replace the existing shelter at the Fulford Park bus stop or use their own / ward committee funding to refurbish the existing shelter.

Implementation

36. The first stage of improvements along the corridor, including the improvements between Cemetery Road and Hospital Fields Road, were implemented earlier this year (2009). It is expected to shortly appoint a contractor to carry out the improvements between Hospital Fields Road and Heslington Lane and that works will commence in mid / late January 2010.

Corporate Priorities

37. The proposed improvements to the Fulford Road corridor will contribute to the following elements of the new Corporate Strategy:
- **Thriving City** – The improvements to the sustainable transport network along the corridor will assist the economy by reducing the impact of congestion.
 - **Sustainable City** – The provision of improved pedestrian and cycling facilities together with bus priority measures will encourage the use of more sustainable modes of transport and reduce the impact on the environment.
 - **Safer City** – The improvements will aim to improve safety, in particular for vulnerable road users such as pedestrians and cyclists. However omitting green surfacing and not reducing crossing distances, as suggested by the petitioners, would have an adverse effect on safety.
 - **Inclusive City** – The improvements should encourage more walking, cycling and use of public transport. Improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired, whilst more reliable public transport services will benefit non-car owners who tend to be low-income families or the elderly. However any benefits will be reduced if the suggestions of the petitioners are adopted.
 - **Healthy City** – The proposals will help with improving the health and lifestyles of the people who live in York by providing facilities to encourage walking and cycling and by helping to reduce air pollution in key areas, as well as improving the actual and perceived condition of the city's streets.

Implications

This report has the following implications:

- **Financial**
38. There is currently £950k within the Transport Capital Programme for 2009/10 allocated to the A19 Fulford Road corridor improvements of which £800k is earmarked for the Hospital Fields Road to Heslington Lane improvement scheme.
- **Human Resources**

39. There are no human resources implications.

- **Equalities**

40. The proposed measures along the corridor will benefit vulnerable road users such as pedestrians and cyclists. In particular improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired, whilst more reliable public transport services will benefit non-car owners who tend to be low-income families or the elderly. However omitting green surfacing and not reducing the crossing distance at the entrance to Fulford Park, as suggested by the petitioners, would reduce the benefits.

- **Legal**

41. The City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement improvements to the highway and any associated measures:

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The Road Traffic Act 1988

- **Crime and Disorder**

42. Where practical and appropriate the proposed improvements include measures to enhance the safety of all road users, in particular vulnerable users such as pedestrians and cyclists, as well as minimising the risks of crime.

- **Information Technology**

43. There are no IT implications at the current time.

- **Property**

44. The land on which the existing Fulford Park bus is located is not public highway.

Risk Management

45. The risks identified in previous reports have and will continue to be managed using standard project management procedures. The risks associated with the recommendations of this report do not significantly affect the overall risks of the project.

Member comments

46. As noted above the petition has been raised and presented by Cllr Keith Aspden, the Fulford ward member.

47. As the petition has only recently been received it has not been possible to obtain comments from Cllr Ruth Potter, spokesperson for the Labour group, Cllr

Ian Gillies, leader of the Conservative group, or Cllr Andy D'Agorne, leader of the Green group. Any comments received will either be included in the Annex of additional comments when the agenda is republished or reported to the meeting.

Contact Details

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Assistant Director (City Development & Transport)

Report Approved



Date 16 December 2009

Specialist Implications Officer(s)

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01904 551633

Legal

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Interim Head of Legal Services
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Wards Affected: Fulford

All

For further information please contact the author of the report

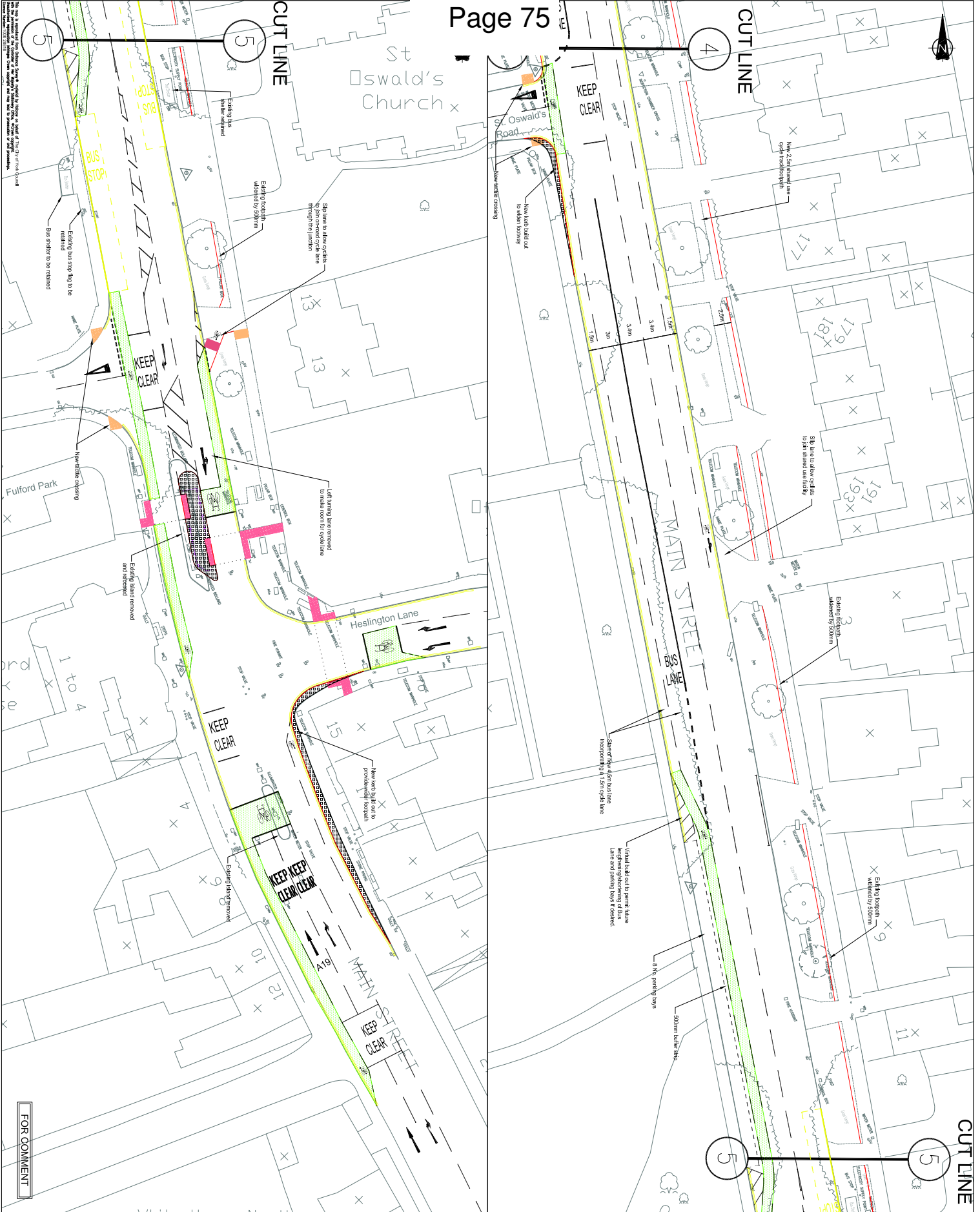
Background Papers:

Fulford Road corridor report	City Strategy EMAP – 29 October 2007
A19 Fulford Road corridor update	City Strategy EMAP – 17 March 2008
A19 Fulford Road corridor update	City Strategy EMAP – 8 December 2008
A19 Fulford Road corridor update	City Strategy EMAP – 16 March 2009
A19 Fulford Road corridor update	City Strategy EMDS – 7 July 2009
A19 Fulford Road corridor improvements	City Strategy OIC – 22 September 2009

Annexes

Annex A Revised general arrangement drawing

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Key:

- Green colored surfacing to highlight presence of cycle lane
- Buff Traffic Parking (BSTOP)
- Red Traffic Parking (RSTOP)
- Cycle Parking
- Concourse Traffic Parking
- Existing verges
- Existing verges verge
- New grass verge with herb planting
- New kerbside verges

- Notes:
1. All existing road markings will need to be removed or redefined.
 2. One-way cycle lanes to be 1.5m wide unless otherwise stated.
 3. All general traffic lanes are typically at least 3.0m wide.
 4. This drawing shows the ultimate layout and will be provided. Items inside may be necessary depending on the phasing of the Road scheme.
 5. All existing accesses to be retained.

Rev	CS	RS	05	10/2024	Minor Update to Traffic Lane
Rev	CS	ST	07	21/10/24	Approved (MWD) RSL 2
Rev	ST	ST	07	21/10/24	Approved (MWD) RSL 2
Rev	ST	ST	07	21/10/24	Approved (MWD) RSL 2

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Project: **City of York Council Framework Fulford Road Corridor Improvements**

Drawing: **Hospital Fields Road to Heslington Lane General Arrangement Sheet 3 of 3**

Drawn by: C.S.M.H. Date: 23/08/20
 Checked by: H. Robinson Date: 24/08/20
 Approved by: S. Stimpert Date: 26/08/20
 Drawing title: **TACYCB/700/122**
 Drawing No: **P3**
 Drawing Scale: 1:250 (A1)

Drawings file path & name: ...
 Reference file path & name: ...
 User and File Code: ...

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Decision Session –
Executive Member for City Strategy

5th January 2010

Report of the Director of City Strategy

BOOTHAM - CYCLIST CROSSING FACILITY

Summary

1. This report advises the Executive Member of the results of further investigations into the possible installation of traffic signals at the junction of Bootham/St Mary's/Bootham Park Hospital to provide a priority crossing over Bootham for cyclists. The report highlights problems with a previous proposal to fully signalise all traffic movements at the junction, which was granted in-principle approval by the Executive Member for City Strategy at the Advisory Panel (EMAP) meeting in December 2008. Various alternative solutions have been explored, and the report proposes a combined pedestrian/cyclist "parallel" signalised crossing as the best option to take forward for further detailed design and public consultation.

Recommendations

2. It is recommended that the Executive Member -
 - a) Notes the main problems associated with the previous full junction signalisation proposal detailed in paragraphs 5 and 6, and as summarised below:
 - The necessary listed building and planning consents to alter the Bootham Park Hospital entrance gates are unlikely to be obtained;
 - The high estimated cost for this option brings into question whether the scheme provides good value for money and could be justified.
 - b) Provides in-principle approval to the alternative option shown in **Annex D**. This involves the installation of a signal controlled 'parallel crossing' for both pedestrians and cyclists at a location between the existing pelican and the entrance to Bootham Park Hospital.
 - c) Authorises Officers to undertake further detailed design and public consultation on the scheme shown in **Annex D**, with the outcome to be reported to a future Decision Session meeting for a decision on implementing the scheme.

Reason: Officers consider that these proposals will provide significant improvements for cyclists, as they address a difficult crossing point over a major road on a strategic cycle route. The proposed measures would also make a significant contribution towards the aims of the Council as a Cycling City.

Background

3. Encouraging more people to cycle has been a long-standing priority for the Council, and this work has recently been boosted by our successful bid to become a 'Cycling City'.
4. As part of an action plan to address existing gaps in the cycle route network, improvements to the Haxby to Station route are considered a high priority. The overall route, which provide access to many employment sites, schools, leisure facilities, healthcare and retail sites, is shown in **Annex A**. Improving this route is thought to have the potential to significantly increase cycling levels in this sector of the city.
5. In December 2008, the EMAP considered feedback from consultation on proposals to install signals on Bootham to provide a priority crossing for cyclists. The aim was to resolve the difficulties currently being experienced by cyclists crossing Bootham from both St. Mary's and the hospital grounds via 'The Drive'. Consultation feedback highlighted the need to take account of safety concerns regarding potential conflicts between motorists emerging from Bootham Park Hospital ('The Drive') under a green signal, and pedestrians walking along the eastern footway. In view of this, Officers presented a revised proposal that had been developed through discussion with representatives of Bootham Park Hospital. The major change was to set back the entrance gates within Bootham Park Hospital land and to re-align the adjoining railings accordingly to improve intervisibility between pedestrians and cyclists.
6. After due consideration, Members gave in-principle approval for the revised design and gave Officers authority to progress this further, which included carrying out more detailed design work, preparing a revised cost estimate, and seeking the necessary planning consents for the proposed changes to the hospital entrance.
7. After further design work was carried out, the detailed scheme layout shown in **Annex B** was developed, and an updated cost estimate was prepared, which included input from specialist contractors who deal in works of this nature. The updated cost estimate was £175,000, which is substantially higher than the previous estimate of £75,000 for the original proposal. A large proportion of the difference between these two figures is directly due to the expense of setting back the entrance gates into the hospital grounds, re-aligning the adjacent railings, and undertaking additional highway works linked to these changes.
8. In the course of preparing the planning application, it became apparent that obtaining listed building consent would be difficult. Consultations were conducted with Officers in the Planning and Sustainable Development Section in relation to the Listed Building Consent. These discussions brought out several issues that gave them cause for concern. Principally, they considered that the proposed alterations to the hospital entrance would change the fundamental nature of the street's original design. As such, they would not be able to support a Listed Building Consent Application based on the revised scheme, which meant that the planning application was also very unlikely to be successful.
9. In light of the probable difficulty of obtaining listed building consent and the considerable increases in the estimate, it became apparent that the full signalisation scheme, in its revised form, may not be feasible, and would certainly require a substantially higher budget to be implemented. Officers

therefore refocused their attention on identifying an alternative scheme that would avoid the need for listed building consent and be more affordable.

New Scheme Proposal: A “Parallel” Crossing

10. In the course of these investigations, Officers have examined a variety of possible options, which are summarised in **Annex C**. Through this work, a scheme based on the concept of a “parallel” crossing for both pedestrians and cyclists emerged as having the strongest potential to deliver the desired benefits for cyclists at an affordable cost, whilst avoiding most of the problems identified with other scheme options.
11. The plan in **Annex D** shows the layout of the proposed “parallel” crossing. This configuration uses standard traffic signal equipment to control the movement of all road users. Although there are currently no good examples of such a crossing in York, it is a well-established form of combined crossing and is covered in design guidance from both the Department for Transport (DfT) and Cycling England.
12. The more commonly used Toucan crossing facility requires a "shared use" area to accommodate both cyclists and pedestrians either side of a single crossing point. The "parallel" crossing arrangement is therefore more suitable where there are clearly separated cycle and pedestrian paths leading to and from the crossing point, as would be the case at the Bootham site.
13. To maximise the potential for the parallel crossing facility to be well used by cyclists, it is proposed to position it as close as practically possible to the natural desire-line between St Mary’s and The Drive. It is also considered important to keep the pedestrian and cyclist elements of the crossing close together, which will make the whole crossing facility more compact and easy for drivers to identify, and thereby more likely to be kept clear of queuing traffic. The cycle part of the crossing would be highlighted by the use of large square road markings (known as "elephant footprints") and green surfacing. The pedestrian part of the facility would be identified by smaller road markings, as at the existing Pelican crossing, and would be positioned a little further north compared to its current position.
14. The signals would have a simple two-stage mode of operation, similar to the existing Pelican crossing. The default stage would provide green lights for traffic on Bootham. When a demand to cross the road is received by the signal controller, either by approaching cyclists (using loop detection), or by pedestrians (using push button), the traffic on Bootham would quickly be stopped by red lights. Both crossings would then receive green signals. After people have crossed, the signals would revert back to the traffic movement stage. During both stages, traffic on St. Mary's and The Drive would continue to operate on a priority "give-way" basis, as at present.
15. An important feature of this proposal is the retention of the existing tree on the west side of Bootham, which is made possible by the angle of the cycle crossing over the road. This would be a slightly unusual arrangement, but fits in well with the cyclist's desire-line and other site constraints. Another advantage is that a new signal pole associated with the crossing can be located further away from the tree

16. Cyclists using the crossing from the Bootham Park Hospital side would be directed to join the existing on-road cycle lane on the west side of Bootham. A short length of additional cycle lane is proposed to facilitate the left turn into St. Mary's. A short length of cycle lane is also proposed in the middle of St. Mary's to provide eastbound cyclists with a convenient place to wait before turning right to access the crossing facility. The short length of new cycle path linking St Mary's and the crossing would just be for eastbound cyclists to use.
17. Although pedestrians and cyclists would cross the road simultaneously, there should be no conflicts because they will effectively be using separate facilities, and will not be sharing the same spaces on either side of the crossing. Potentials for conflict would only arise if cyclists coming from Bootham Park Hospital use the facility to turn left to proceed towards the city centre, or those coming from St Mary's use the crossing to turn right, because this would require them to pass through the pedestrian section of the parallel crossing. However, very few cyclists make these movements, and it is thought unlikely that many would choose to do so via the crossing facility. This is especially so for the left turn from Bootham Park Hospital because the existing give-way arrangement will provide easy access on to Bootham. However, to reduce the chances of any problems occurring, advance signs would be provided advising city bound cyclists to stay on the carriageway, and a "No Left Turn"/"No Right Turn" signs as appropriate would also be provided at the cycle crossing signals. This should ensure that cyclists either do not make these movements, or at least do so cautiously knowing that they shouldn't be.
18. It should also be noted that on this type of signal arrangement, the normal zig-zag markings that are used to prohibit parking and overtaking on the approaches to Zebra, Pelican, or Toucan crossings are not permitted. However, this section of Bootham is already covered by no waiting (double yellow line) restrictions, and it is thought very unlikely that there would be safety problems linked to overtaking manoeuvres in this location (any that do occur are likely to be at low speed).
19. The estimated cost for this scheme is approximately £72,000.

Consultation

20. Initial consultation on the "parallel" crossing scheme has taken place with relevant councillors and the Police.

Ward Member Views

21. Councillor Watson has indicated that he supports the proposals, but has reservations that some cyclists may use the "Keep Clear" area opposite the entrance to Bootham Park Hospital to help them cross the road rather than use the signalised facility.

Councillor Looker is very much in favour of the scheme.

Councillor Scott - no comments received at the time of finalising this report.

Councillor King - no comments received at the time of finalising this report.

Councillor Douglas - no comments received at the time of finalising this report.

Other Member Views

22. Councillor Gillies has given his in-principle support.

Councillor Potter is also in agreement with the scheme.

Councillor D'Agorne - no comments received at the time of finalising this report.

Police View

23. The Police support the scheme in principle.

Cycling Evaluation Tool

24. The Cycling Evaluation Tool is a means of scoring cycling schemes on a range of criteria so that schemes may be ranked and compared against each other. It was approved at the City Strategy Decision Session on 20 October 2009. The proposed Bootham “parallel” crossing scheme has been evaluated using this tool and achieves a score of +23. This compares very favourably with other, similar projects, as shown in the table below:

Scheme	Total points
Beckfield Lane - Boroughbridge Road to Ostman Road - completed section	+16
Crichton Avenue – scheme under construction	+21
Clifton Green - completed scheme	+24
Wigginton Road – proposals approved in principle	+25
Moor Lane Bridge - completed scheme	+26

Options on the Way Forward

25. The options for the Executive Member to consider are:
- Option One – progress the “parallel” crossing scheme proposal shown in **Annex D** through more detailed design and public consultation.
 - Option Two – develop one of the alternative scheme options in **Annex C** in preference to the parallel crossing.
 - Option Three – abandon plans to provide an improved cycle crossing facility at this location.

Analysis of Options

26. This report has highlighted problems with full signalisation of the St. Mary's/Bootham junction and further feasibility work has led to the development of the “parallel” crossing option. Officers consider that this would provide a good solution to address a difficult crossing point on this important strategic cycle route. It would not require any planning/listed building approvals, and also is more affordable than other options. Initial consultation has produced positive feedback from relevant councillors and the Police, and it also achieves a good score under the Cycling Scheme Evaluation Tool.

27. Various alternatives have been explored in the course of developing the current “parallel” crossing proposal, as summarised in **Annex C**. Each option offers certain advantages, but all of them have one or more disadvantages. For example, some are thought unlikely to be very attractive for cyclists to use, are very expensive, or are unlikely to gain the necessary approvals.
28. Abandoning plans to improve this difficult crossing for cyclists would do nothing to promote cycling. This would be a failure in terms of the Council’s Cycling City objectives, which include encourage more people to cycle more often, and to address the gaps in connections and cycle routes.

Corporate Priorities

29. The scheme would contribute to the following Corporate Priorities:
 - Sustainable City – the scheme should encourage more residents to ride into the city from Haxby, and in addition, to Nestle and the hospital, in preference to using motorised forms of transport.
 - Safer City – the scheme would make Bootham easier and safer for cyclists to cross.
 - Healthy City – the scheme should encourage more cycling which would have a beneficial effect upon peoples’ health.
30. The scheme would also contribute to several of the aims of the Local Transport Plan, namely:
 - Encourage essential journeys to be undertaken by more sustainable modes where possible;
 - Reduce the level of actual and perceived safety problems;

Implications

Financial/Programme

31. The 2009/10 City Strategy Capital Programme initially included an allocation of £75,000 to fund a cycle crossing scheme on Bootham. However, given that it had become very unlikely that any scheme could actually be implemented by the end of the financial year, the budget allocation was reduced at the Decision Session meeting in December, as part of the routine Capital Programme monitoring process. The reduced budget is sufficient to cover further design / consultation / approvals work in 2009/10, but the allocation of funding for constructing a scheme will need to be considered as part of 2010/11 Capital Programme process.

Human Resources (HR)

32. There are no human resources implications.

Equalities

33. There are no equalities implications.

Legal

34. The Council has powers to implement the proposals under the provisions of the Highways Act and the Road Traffic Act.

Crime and Disorder

35. There are no crime and disorder issues.

Information Technology (IT)

36. There are no information technology implications.

Property

37. There are no property implications.

Risk Management

38. Physical - there is always a potential for new safety issues to arise whenever an existing highway layout is altered, but risks are minimised through careful design and the road safety audit checking process.
39. Organisation/Reputation - there is a risk of criticism from the public in implementing a scheme to which some people may have objections, but there could also be criticism from potential supporters of the scheme if it is not implemented. Good quality consultation should ensure that well informed decisions are made about the scheme and reduce the risk of public criticism.

40.

Risk Category	Impact	Likelihood	Score
Physical	Medium	Unlikely	6
Organisation/Reputation	Medium	Unlikely	6

Measured in terms of impact and likelihood, the risk scores have all been assessed at lower than 16. This means that at this point, the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details**Authors:**

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Transport & Safety
Tel. No. 3461

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director of City Development &
Transport

Mike Durkin, Project Manager
Transport & Safety
Tel. No. 3456

Report Approved



Date 14/12/09

Specialist Implications Officer(s)

There are no special implications

Wards Affected: Guildhall, Clifton

All

For further information please contact the author of the report

Background Papers:

“York Cycling City” – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 8 September 2008

“Links To Cycle Route Through Hospital Grounds: Proposed Traffic Signals At Bootham To Cater For Cyclist Crossing Movements” – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 8 December 2008.

“Cycling Infrastructure within York – Standards, Evaluation Tool, and Cost/Benefit Matrix” - report to the Executive Member for City Strategy Decision Session on 20 October 2009.

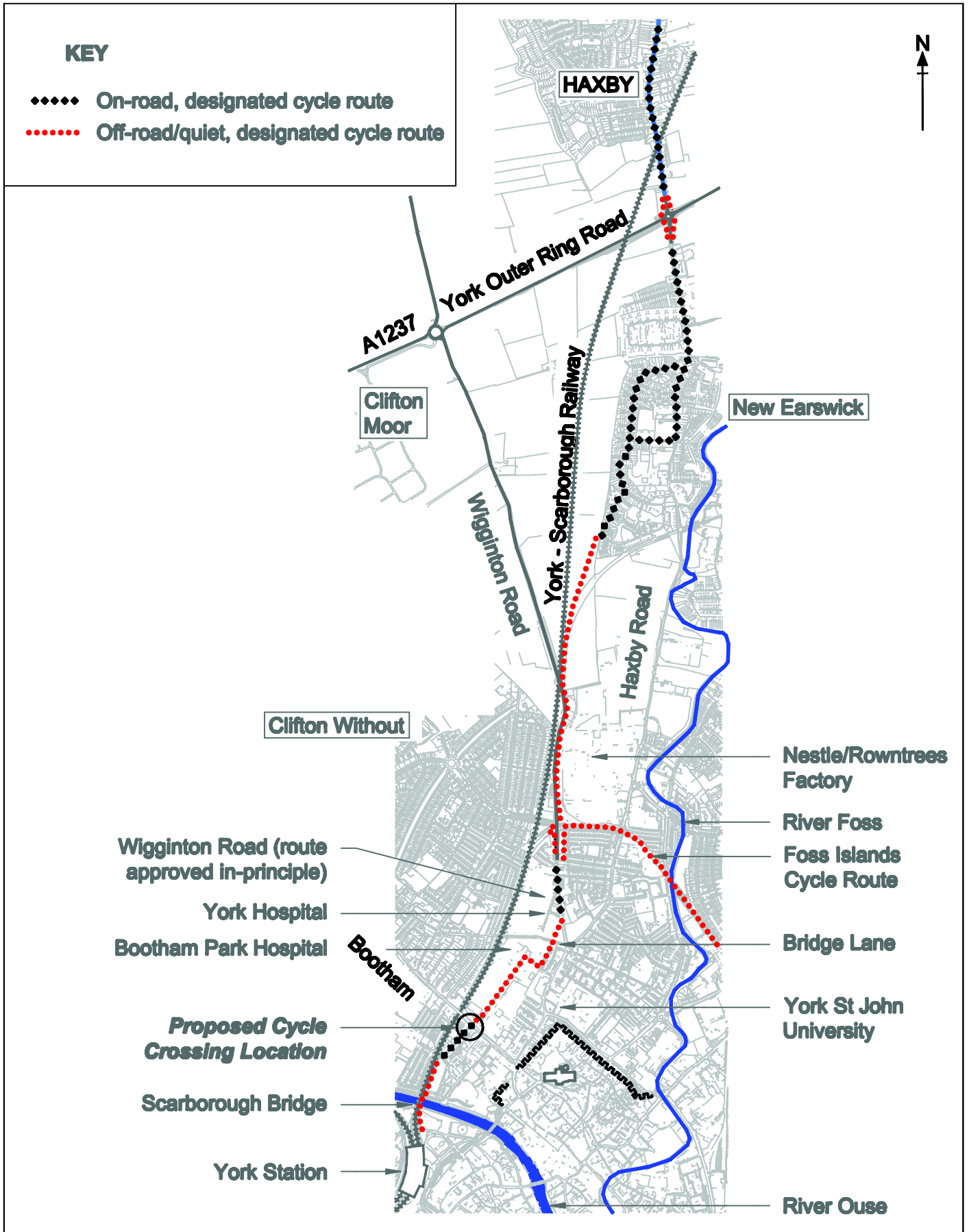
Annexes:



Annex A – Overall Route Plan

Annex B – Bootham Signal Proposals

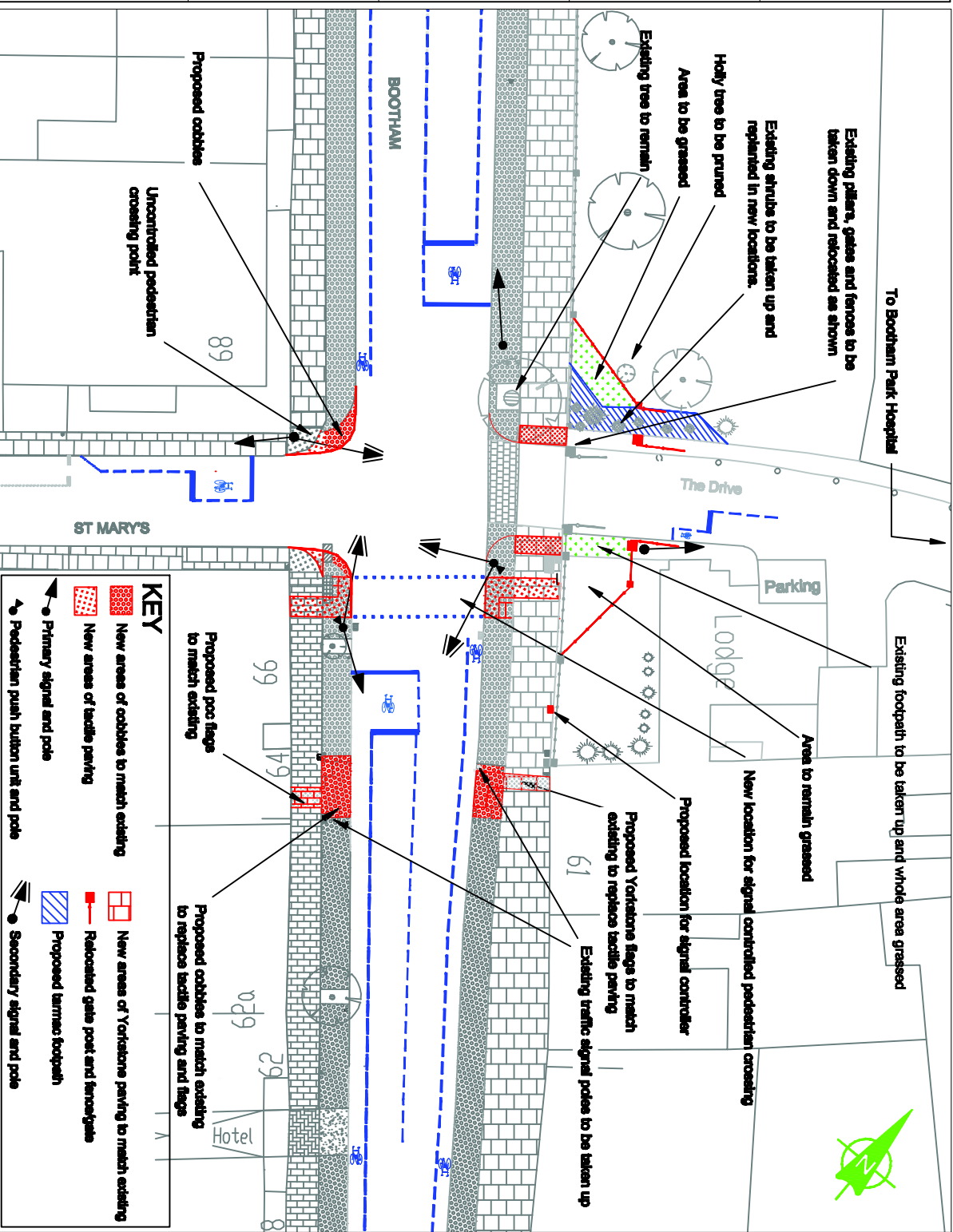
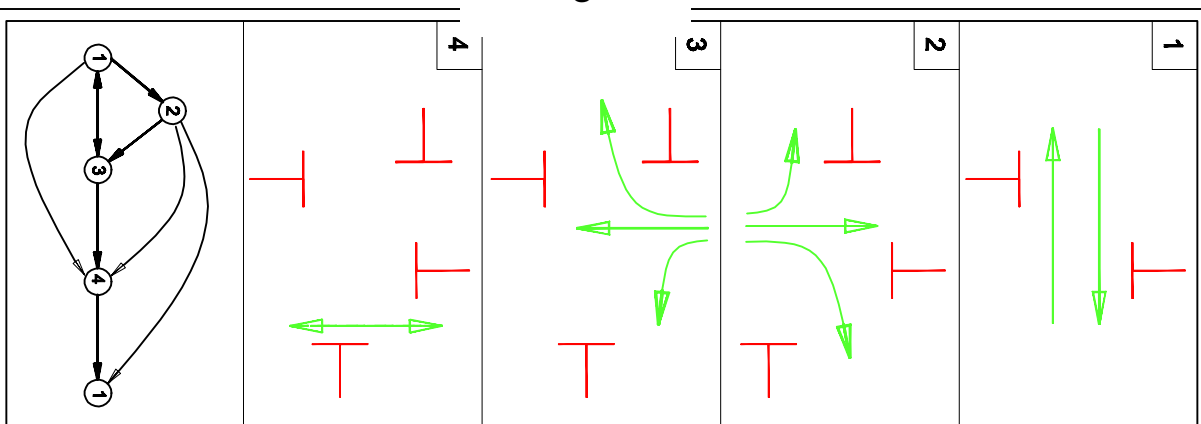
Annex C – Summary of Alternative Options Considered

Annex D – Proposed “Parallel” Crossing Layout



 		<h3>Haxby to York Station Cycle Route</h3>			
<small>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 2010</small>	Drawn PH	Checked JP	Date 02/12/2009	Scale 1:25 000 @ A4	Drawing Number DEC/09010519/01

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KEY

- New areas of cobbles to match existing
- New areas of tactile paving
- Primary signal and pole
- Pedestrian push button unit and pole
- New areas of Yorkstone paving to match existing
- Relocated gate post and fencegate
- Proposed lammas footpath
- Secondary signal and pole
- Proposed poe flags to match existing to replace tactile paving and flags
- Proposed pvc flags to match existing

Links to Cycle Route Through Hospital Grounds
Full Junction Signalisation With Re-arrangement of Hospital Gates

INITIAL	REV	AMENDMENT	DATE
T. Blip			
DRAWN BY	CHECKED BY		
T. Blip	J. Pickles		
SCALE	N. T. S.		
DATE	Dec 2008		

DRAWN BY: T. Blip		CHECKED BY: J. Pickles	
SCALE: N. T. S.		DATE: Dec 2008	
REV: A		AMENDMENT: Signal equipment symbols added by Rev	

DATE: Dec 2008

TS/CYC/07010021/53 A

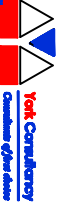
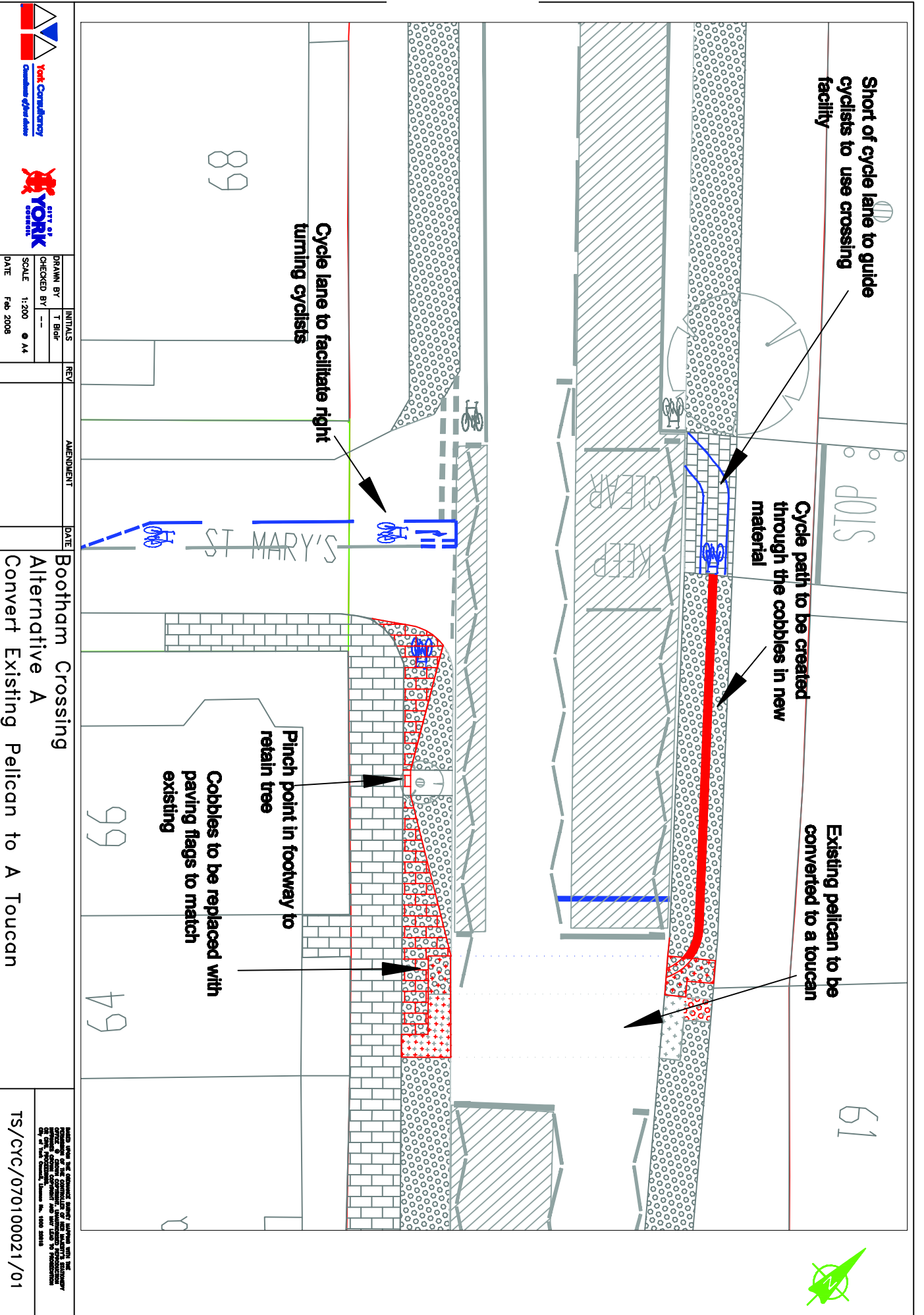


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Bootham Cycle Crossing – Summary of Alternatives Considered

Scheme Reference	Alternative Scheme Description	Advantages	Disadvantages
A	Convert existing Pelican to a Toucan crossing at existing location. (see plan at page 2 of this Annex).	Provides a signal controlled priority crossing for cyclists; avoids cost of constructing linking path; no planning approval required.	<ul style="list-style-type: none"> • Takes cyclists significantly away from their natural desire line; • Footways too narrow for two-way shared use, especially on west side where a tree restricts the available width.
B	Convert existing Pelican to a Toucan crossing at a location closer to St. Mary's. (see plan at page 3 of this Annex).	Provides a priority crossing; avoids cost of constructing linking path; no planning approval required.	<ul style="list-style-type: none"> • Nearby mature tree would need removing; • Possible conflict between two-way cyclists and pedestrians on the crossing, given the restricted width available (converted from the existing cobbled area).
C	Cyclist crossing refuges on Bootham, on either side of St. Mary's junction. (see plan at page 4 of this Annex).	Allows road to be crossed in two halves quite close to the desire line; Avoids cost of installing signals; no planning approval required.	<ul style="list-style-type: none"> • Does not provide any positive priority for cyclists; • Insufficient space for turning traffic; • Cyclists likely to cross in shadow of islands in area of conflict with traffic.
D	Link path through BPH to a Toucan crossing at the Bootham Terrace/ Grosvenor Terrace junction with Bootham. (see plan at page 5 of this Annex).	Provides a signal controlled priority crossing for cyclists, and an additional facility for pedestrians; Avoids having to use steps at bottom of St. Mary's (uses railway underpass instead).	<ul style="list-style-type: none"> • Could be viewed as being away from the desire line; • Creates a longer route for cyclists; • Cost of constructing linking path would be high; • Planning approval required for linking path; • Street lighting required on linking path for personal security reasons; • Creates potential conflicts between cyclists and pedestrians on the footway; • Underpass is narrow and not ideal for shared use; • Would create another set of signals in close proximity to two others on Bootham.

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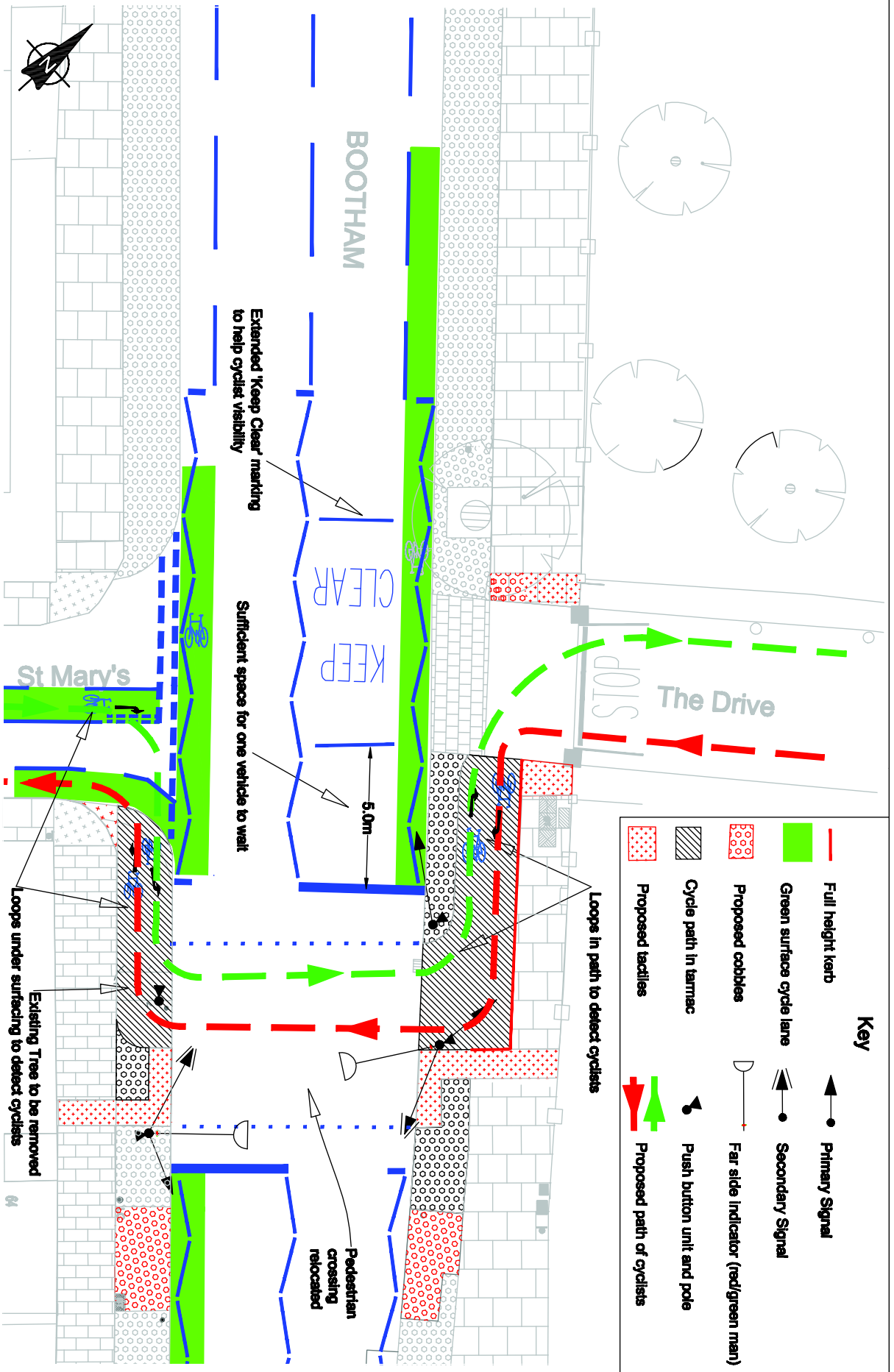


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DATE: Feb 2008			

Bootham Crossing
Alternative A
Convert Existing Pelican to A Toucan

THE CONSULTANTS
100, THE PARADE, LEEDS LS1 3PL
TEL: 0113 275 2300 FAX: 0113 275 2301
E: info@yorkconsultancy.co.uk

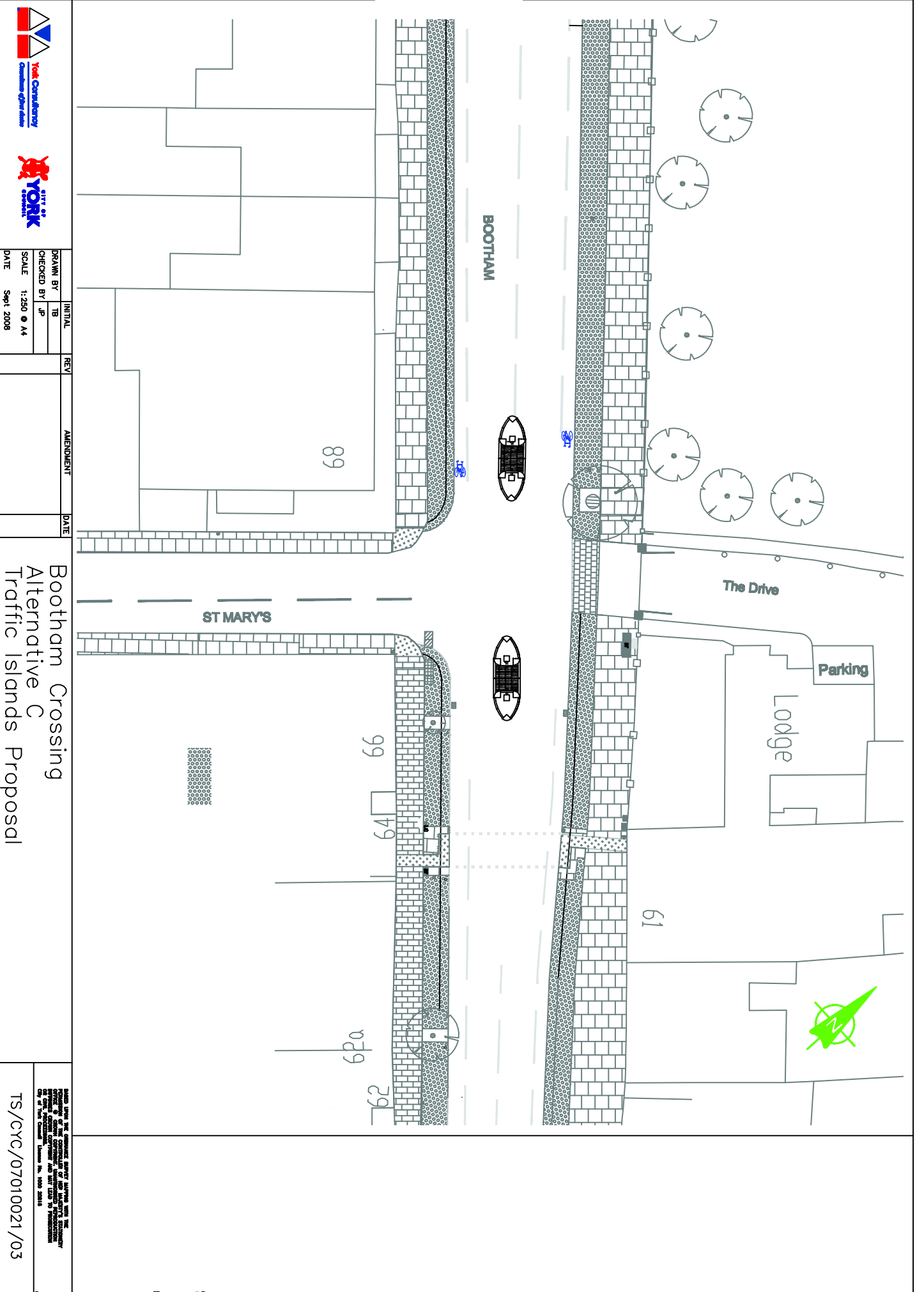
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Annex C (page 3 of 5)

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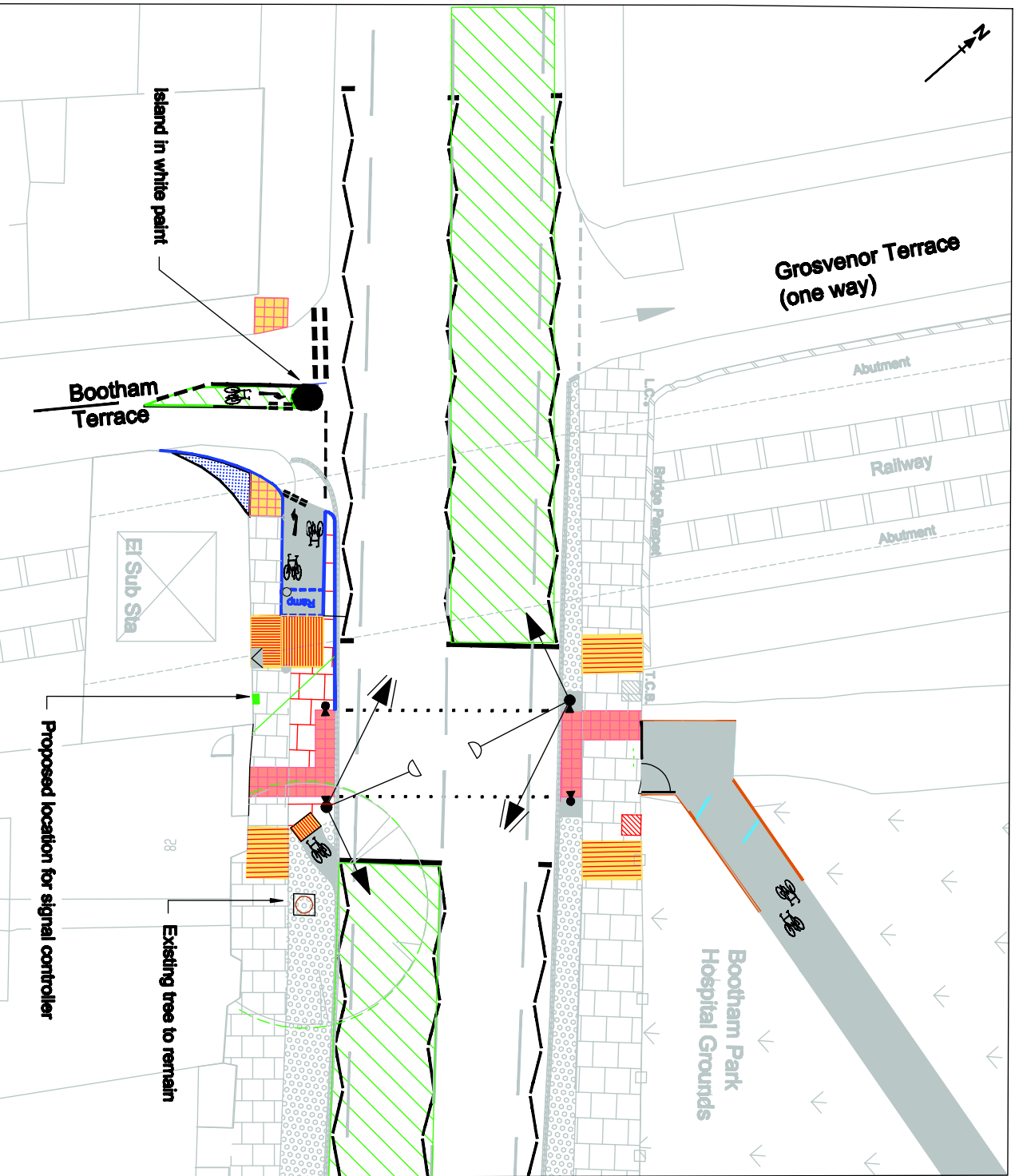
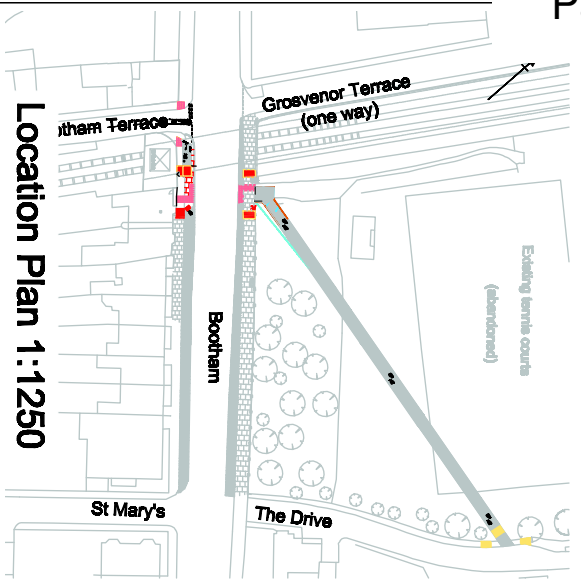
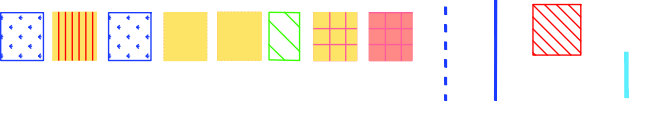
Bootham Crossing
 Alternative C
 Traffic Islands Proposal

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KEY

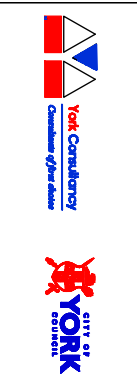
- Cycle Chicane Barrier
- Litter bin to deflect pedestrians away from emerging cyclists
- New Full-Height Kerbline
- Extent of ramp
- Red Blister Paving
- Buff Blister Paving
- Green anti-skid surfacing
- Ladder paving
- Tramline paving
- pedestrian paving
- iron paving
- path in tarmac



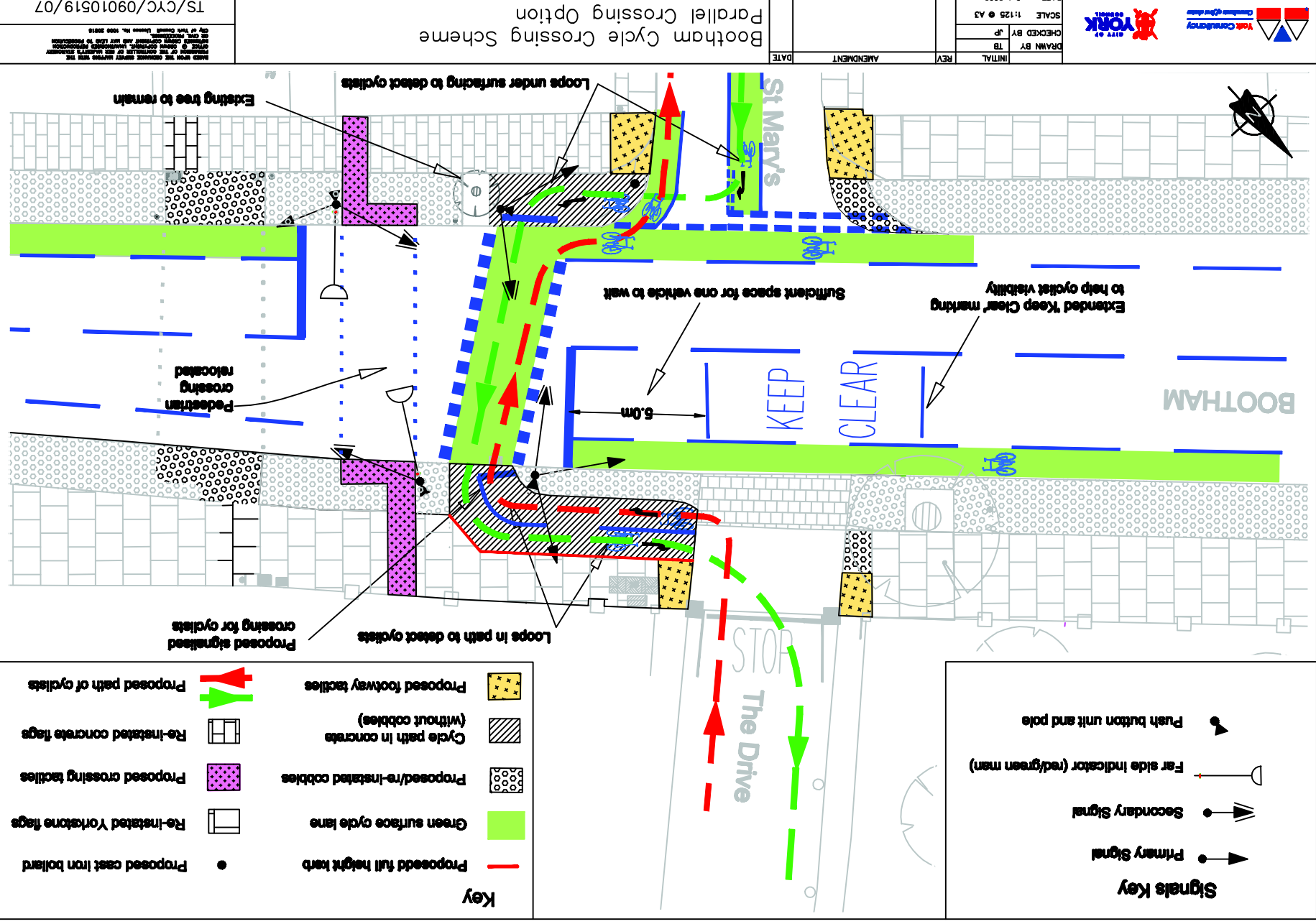
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Bootham Crossing Alternative D
Toucan Crossing near Bootham Tce & Linking Path

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Key

Proposed path of cyclists	Proposed footway tarmac
Proposed path of cyclists	Cycle path in concrete (without cobbles)
Re-instated concrete flags	Proposed/re-instated cobbles
Proposed crossing tarmac	Green surface cycle lane
Re-instated Yorkstone flags	Proposed full height kerb
Proposed cast iron bollard	Proposed signalled crossing for cyclists

Signals Key

Primary Signal	Far side Indicator (red/green man)
Secondary Signal	Push button unit and pole

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	TITLE: _____ REV: _____	Parallel Crossing Option Bootham Cycle Crossing Scheme	TS/CYC/09010519/07
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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 5 JANUARY 2010

Annex of Additional Comments received from Members and residents since the agenda was published

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>Westminster Road Area Consultation and Survey Results (Page 17)</p>	<p>Mr G Barker Westminster Road resident</p>	<p>I live at the junction of the Avenue and Westminster Road and consequently see the way which vehicles turn this corner, often apparently in a hurry, unable to see and perhaps avoid what might be around it. I know that my neighbour Mrs Ruth Wallace who lives in the corner house has written to you about her experience when she and her 3 children in a baby buggy, were nearly run down crossing the road outside her house, by a motorist who turned the corner at high speed.</p> <p>There are numerous fast drivers throughout a week recognised by the screeches of brakes, which we do not want to become the screeches of injured people. Quite a lot of older people live in this road, including my wife and myself. My wife has mobility problems and on occasions had to try and hurry herself across the road to avoid danger. Twice during our time here we have had our short piece of wall demolished, because of vehicles coming too fast from the wrong side of the road. During the winter period we have witnessed collisions on this corner and I'm sure we shall see more if the present volume of through traffic continues.</p> <p>Another neighbour has shown me parts of the Council's Highway Design Guide in which section 8.9.4 gives minimum kerb radius at such a corner as 6 metres but should be grateful if you would confirm this. Another part of the Guide (Sections 8.9 5/6) gives the requires visibility standards at corners at residential access roads. Again, I am sure the visibility at this corner is less than the minimum required.</p> <p>Of course it is not possible to alter the layout of this junction, but the Council could at least reduce the number of vehicles by stopping the through traffic. Local residents are less likely to turn this corner in a reckless manner.</p> <p>In your recent consultation on through traffic I voted for closure, preferably at the junction of Westminster Road with Water End</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
		<p data-bbox="817 293 1021 395">Mrs S Hannon Westminster Road resident</p> <p data-bbox="817 799 1021 901">Mr A Pringle Westminster Road resident</p>	<p data-bbox="1099 150 1977 217">and the above is another good reason for doing so. I would be grateful for your views on the situation at this corner.</p> <p data-bbox="1099 293 2018 719">.....For my own part I am spending time with my family in another part of the country, which will be a welcome break from the continuing and relentless procession of vehicles past my house using our roads as a short cut. Like many people I have several health problems, and the regular noise of revving engines and the exhaust pollution I am sure affects my general well being and adds to the stress of my life which I would be better without. I have in mind that early next month you could make a decision which will close our roads to through traffic and make the lives of people living here vastly better. Please do it and give us all a happier and healthier New Year.</p> <p data-bbox="1099 799 2018 1511">- I wish to report that the traffic volume on Westminster Road continues to have a corrosive impact on our neighbourhood, this following the installation of the Clifton Green cycle infrastructure. - Regrettably the through traffic impacts not only on the environment, but also on the health and wellbeing of the people who live here. - Further I understand local residents Mrs Hannon and Wallace have also reported the risk of high traffic volumes on the safety or wellness. - Motorists frustrated due to the traffic tail backs use Westminster Road as a rat run to avoid Clifton Green. --Westminster Road is now a habitual route for cars, delivery vans as well as other commercial vehicles wanting to avoid the Green. - The build up of traffic frequently tails back from the Water End Junction to no 40 Westminster Road. This is a distance of 300 metres each car standing with the engine running impacting on our local environment. I attach a picture on the traffic volume on friday November 20 illustrating the point further. - Moreover traffic that is queuing from westminster road to enter water end often blocks the cycle lane. This leaves cyclists isolated in the path of path of rat runners who cut into the road to avoid the traffic queues at the green. - A continual problem is the effect of corner</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>cutting where drivers frustrated with waiting in queues drive on the wrong side of the road and risk hitting on coming road users.</p> <p>.- I would like to impress upon you that the traffic volume continues to have a negative impact and is not going to disappear.</p> <p>- The only effective and cost effective intervention to resolve this issue is point closure of wmr at the junction at water end. As such I respectfully call upon you to consider this course of action as is the effective intervention. - May I take this opportunity to wish you a merry xmas. Hope for a more peaceful new year in our neighbourhood.</p>
6	<p>Petition from Holgate Residents calling on First York to amend the Nos. 5 Bus Route (Page 53)</p>	<p>Tony Cox Local resident</p>	<p>With reference to the article in tonight's Press. You will recall I was one of the main instigators to have the service rerouted via Holly Bank Loop. When you consider the report I hope you will bear the following points in mind. How many passengers from Acomb or Strensall board with the intention of going the whole distance, very few I would think, the main destination for most passengers is the town for the purpose of shopping. Any one who wishes to go further can as First have suggested, change at The Station or Station Rise.</p> <p>At the present time passengers from Strensall to York have a service every 15 mins, one turns round at Station Rise the other goes through to Acomb, again how many passengers go through on this now half hourly service. If we are to encourage people to use public transport we have to make it as easy as possible for them to do so, to have passengers, including pensioners, changing services when carrying bags of shopping is not the answer. First have said that a service via the town centre to monks cross would not be viable, I would put forward that a through service from Acomb to Strensall and return falls into the same category.</p>
7	<p>A19 Fulford Road Corridor Improvements – Consideration of a Petition (Page 61)</p>	<p>Cllr A D'Agorne</p>	<p>Unfortunately, the views of the parish council and signatories to the petition conflict with both city council policy and government guidance on the hierarchy of road users as well as accepted good practice to promote sustainable travel. The report highlights the excessively wide flared mouth to this cul de sac and its proximity to the inbound bus stop used by children from St Oswald's and</p>

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			<p>Fulford Schools. There are no commercial premises in Fulford Park that might justify the dimensions being any different from those identified for other side roads along Fulford Road i.e. 5 - 6m. There are also pedestrian movements by people of all ages, including the elderly, to and from the doctors surgery on this corner - it is essential that the scheme precludes parking on this corner, particularly as provision is now being made for on-street parking on Fulford Road in front of Connaught Court. I would therefore support Option 2, though I think consideration might be given to a 'pedestrian table' or slight rise in the road surface to slow vehicles entering from the main road and encourage drivers to observe the highway code and allow pedestrians priority across the junction.</p> <p>On the question of the bus shelter, I would suggest that a modern glass shelter (without advertising) would enhance the attractiveness of public transport which is a key purpose of this project. The current shelter is no longer fit for purpose, is poorly lit, unattractive especially at night and does not allow you to stay dry and watch out for an approaching bus. A new shelter will be less intrusive than a parking bay which is now part of the scheme. If this is not to be provided I would ask that the standard high level kerbs to meet the needs of the disabled will still be provided, with a design that provides the space for a shelter to be added in due course if it is decided to review the provision. Some widening of the footway at this point would also help to provide safe passage for parents with pushchairs when there are large numbers of school children at the stop waiting for a bus.</p> <p>As cycle champion, I have particular concerns that the cycle lanes should be clearly marked with a green surface, particularly from the signal controlled junction across the mouth of Fulford Park and beyond the bus stop at the point where cyclists are forced out into the line of traffic by the hatch markings at the start of the parking area. Opening of driver doors into the path of a cyclist is a serious hazard and the marking of the lane will help to remind drivers to be alert to passing cyclists before opening their door or pulling out into the traffic. I acknowledge the advice of the conservation officer that a continuous strip is more coherent than sporadic stretches of</p>

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		<p data-bbox="817 579 992 608">Cllr R Potter</p> <p data-bbox="817 651 981 679">Cllr I Gillies</p> <p data-bbox="817 759 1037 823">North Yorkshire Police</p>	<p data-bbox="1090 150 2024 252">green at the junctions, although the green surface would not need to extend further than the end of the parking bay provided that double yellow lines are in place to prevent parking in the lane.</p> <p data-bbox="1090 295 2024 539">Given the recent news about traffic pollution at Heslington Lane / Main Street junction means that it has to be declared an Air Quality Management Area it is vital that this part of the scheme maximises the attractiveness of alternatives to the use of private cars. The Executive member cannot shirk that responsibility however unpopular it might be with a small minority of local residents in Fulford Park.</p> <p data-bbox="1090 582 1756 611">Cllr Potter supports Cllr D'Agorne's view on this.</p> <p data-bbox="1090 654 2024 718">Is happy to support the proposals as agreed between officers and the local councillors.</p> <p data-bbox="1090 761 2024 863">The North Yorkshire Police totally endorse the comments made in the report with regards to the width of the junction mouth at Fulford Park and offer the following additional comments:</p> <ul data-bbox="1137 874 2024 1342" style="list-style-type: none"> <li data-bbox="1137 874 2024 938">• The junction should be in line with similar road junctions on this road. <li data-bbox="1137 949 2024 1013">• Fulford Park is close to a busy traffic light junction which has many turning manoeuvres. <li data-bbox="1137 1024 2024 1126">• Children from the nearby secondary school walk to and from the school and access the nearby bus stop along this route and across the junction of Fulford Park. <li data-bbox="1137 1137 2024 1240">• This particular age group are one of the most vulnerable road user groups (male 13 year olds) and the junction should be made as safe as possible. <li data-bbox="1137 1251 2024 1353">• The proposals to reduce the junction mouth width are relevant, proportional, in keeping, consistent and significantly improve safety of pedestrians. <p data-bbox="1090 1385 2024 1487">They also point out that the Stage 1 road safety audit has highlighted this issue and expect the Stage 3 audit (once the scheme is built) will do the same, if this is not addressed. They</p>

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			would find it hard to believe that a petition from residents should be allowed to override safety considerations in the drive to reduce casualties.