



Notice of a public meeting of

Decision Session - Cabinet Member for Transport, Planning & Sustainability

To: Councillor Merrett (Cabinet Member)
Date: Friday, 19 July 2013
Time: 4.30 pm
Venue: The Snow Room - Ground Floor, West Offices

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:

4.00pm on Tuesday 23rd July 2013 if an item is called in after a decision has been taken.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Wednesday 17th July 2013.

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

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

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

2. **Minutes** (Pages 3 - 6)

To approve and sign the minutes of the meeting held on 20th June 2013.

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 **5:00pm on Thursday 18th July 2013**.

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,

4. **Future Management Arrangements for Land** (Pages 7 - 44) **at Mayfield Grove, York.**

The purpose of this report is to confirm the future management arrangements for the land at Mayfield Grove York – allocated as Public Open Space in a s106 agreement dated June 1997.

5. **20mph in the West of York - Speed Limit** (Pages 45 - 112) **Order Consultation and Petition Response**

This report will consider the representations received from respondents to the consultation on the delivery of the 20mph speed limit across the city, which is a Council Priority. A 20mph Speed Limit Order was recently advertised for residential roads across the West of York urban area.

6. **Urgent Business**

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

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

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

Contact details are set out above

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Scrutiny Committees

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- 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 - CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY
DATE	20 JUNE 2013
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLOR D'AGORNE

1. **DECLARATIONS OF INTEREST**

At this point in the meeting, the Cabinet Member is asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

2. **MINUTES**

RESOLVED: That the minutes of the Decision Sessions held on 18th April 2013 and 16th May 2013 be approved and signed by the Cabinet Member as a correct record.

3. **PUBLIC PARTICIPATION - DECISION SESSION**

It was reported that there had been no registrations to speak under the Councils public participation scheme.

4. **WESTMINSTER ROAD PETITION**

Consideration was given to a report which presented a 79 signature petition from the residents of Westminster Road and The Avenue area requesting the closure of the route from Water End to Clifton and vice versa.

The Cabinet Member advised that whilst he noted the petition, there was currently no budget to carry out the changes requested by residents.

He noted comments submitted by Councillor D'Agorne and asked that traffic levels in the area be monitored once the Lendal Bridge changes are implemented and that a report be quickly brought back to a Decision Session if there is a significant impact.

RESOLVED: That the Cabinet Member approved Option 1 and noted the petition and the concerns of residents but that no action be taken to implement a road closure at this time.

REASON: Previous consultations regarding this matter indicated strong opposition to such a scheme and there have been no changes in the network's operation that would lead to a significant rise in use of that road as a through route.

5. CITY AND ENVIRONMENTAL SERVICES CAPITAL PROGRAMME – 2012/13 OUTTURN REPORT

The Cabinet Member considered a report which outlined the outturn position for schemes in the 2012/13 CES Capital Programme including the budget spend to 31 March 201 and the progress of schemes in the year.

The report also informed of any variations between the outturn and the budget and sought approval for funding to be carried forward to 2013/14 subject to the approval of the Cabinet.

The Assistant Director for Strategic Planning and Transport outlined the report and the Cabinet Member queried a number of schemes where there had been an under spend or a delay, particularly the Marygate Car Park 'Pay on Exit' scheme and the Cycling and Walking Network scheme.

The Assistant Director confirmed that he would look into the issues highlighted.

RESOLVED: That the Cabinet Member

- (i) Noted the progress achieved in delivering the schemes in the capital programme as indicated in the report annex.
- (ii) Approved the proposed carryovers as outlined in paragraphs 18 to 244 of the report, subject to approval of the Cabinet.

REASON: To enable to effective management and monitoring of the councils capital programme.

CLLR D MERRETT, Cabinet Member
[The meeting started at 5.30 pm and finished at 5.50 pm].

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**Decision Session – Cabinet Member for
Transport, Planning and Sustainability****19 July 2013**

Report of the Assistant Director – City
Development and Sustainability.

Land at Mayfield Grove York**Summary**

1. The purpose of this report is to confirm the future management arrangements for the land at Mayfield Grove York – allocated as Public Open Space in a s106 agreement dated June 1997.

Background

2. This matter has been considered at previous decision sessions on: 8 March 2012, where the process for selecting a suitable organisation to undertake the long term management of the land was set out and agreed; and on 27 September 2012 where the outcome of this process was reported for decision - see annexes 1-4.
3. The section 106 agreement states :
4. At paragraph 1.4: ‘upon request of the council to transfer ownership and management of the open Space (excluding the play area) to the Council or to such person or body as the Council may approve.’
5. At paragraph 1.6 : ‘and it is acknowledged that the open space is principally of benefit to the development rather than to the wider public’
6. The site history was comprehensively summarised in the report considered at the cabinet member decision session on 8 March 2012 – Annex 1. This report also set out the process to be followed in selecting a suitable organisation to manage the land for

the long term in accordance with the s106 agreement, and this was agreed as per Annex 2.

7. The report of 27 Sept 2012 (Annex 3) detailed the outcome of that process.
8. The comments / decision recorded in the minutes of that meeting are attached at annex 4

Update

9. The following actions have been taken since September 2012

A meeting took place with York Natural Environment Trust NET representatives on 19 November 2012 to discuss the way forward	19 Nov 2012
A meeting took place with Chase residents Assoc. CRA / Mayfield Community Trust MCT representatives on 28 Nov 2012 to discuss the way forward	28 Nov 2012
Ward Committee 29 Nov 2012 Both CRA / MCT and YNET made presentations to the Ward Committee on 29 Nov 2012	29 Nov 2012
Appointment of York Mediation service Feb 2013	Feb 2012
In March / April 2013 York mediation service undertook meetings with both CRA / MCT and YNET representatives separately	March / April 2013
They secured agreement to hold a joint meeting, seeking a mediated outcome based on the shared objective of the long term management of the open space at Mayfield Grove. Unfortunately it was not possible to reach a mediated agreement between the 2 groups.	May 2013

Current position

10. The potential for the 2 competing groups / organisations to work together has been explored using a formal framework, the outcome being that it has not been possible to find a resolution.
11. CRA / MCT responded to the comments made at Sept 2012 decision session re the assessment of their bid by producing a revised management plan. This was presented in Nov 2012 and clarifies their management regime proposals omitting the elements which proposed 'gardening' activity in this public open space.
12. YNET clarified verbally at the meeting in Nov 2012 their proposals for ensuring local community involvement in the management of the public open space and subsequently confirmed this in writing.
13. There has been ongoing concern reported by representatives of both groups, and local residents, in relation to a number of matters relating to the management of the land and some fishing activity.
14. The council has agreed certain necessary works, some of which have been undertaken by YNET, and other works have been directly ordered by the council including the felling of dead trees.
15. The title to the land is now held by the council and the legal status as public open space registered as a restrictive covenant as required by the s106 agreement.

Objectives

16. The primary objective here is to secure the beneficial management of the land at Mayfield Grove York as public open space in accordance with the s106 agreement dated June 1997.
17. To achieve this, the council was ideally looking for community groups to take on the responsibility where the council faces significant financial pressure and resources are stretched at this

time. This approach was also seen as the route to achieving wider benefits; an emphasis on nature conservation and providing a green space amenity for the benefit of local residents and the wider York community, as agreed at the 8 March 2012 decision session.

Options

18. Option 1 - The council take on overall management and co-ordination of what is now council land, and work with local groups CRA / MCT and YNET as appropriate to allow them to undertake some management works. The pond could be licensed separately and this offers the potential for income to offset the management costs. Working with local groups may also offer access to grant aid for improvement works. This arrangement can be subject to review at an appropriate time.
19. Option 2 - Award management to CRA / MCT – initially on a short term (18-24 month) licence – with a need for appropriate performance monitoring.
20. Option 3 - Award management to YNET – initially on a short term (18-24 month) licence – with a need for appropriate performance monitoring.
21. Option 4 - Award management of the site on a split basis where the site is divided by Nelsons Lane into 2 areas - the southern area, including the pond and the northern area including the meadow. An initial award, on a short term licence (18-24 months), with a need for appropriate performance monitoring.

Analysis

22. Option 1 - The current situation is unsatisfactory and creates uncertainty. **It has been confirmed that the 2 interested groups cannot work together.** The competitive process agreed by the council may have contributed to this situation. The overriding objective / priority should be the appropriate management of the land in accordance with the s106 agreement. The council now holds title to the land and is ultimately responsible for its management. If the council takes overall management responsibility, but works with groups as

appropriate to co-ordinate works, this could help to build confidence and trust in the local community and improve relations. The pond could be licensed separately to provide some income to offset the management costs. The minimum standards of management will be secured. The arrangement can be reviewed in future.

23. Option 2 – The CRA / MCT bid to manage the land was assessed as being acceptable in 2012 and has now been modified as paragraph 11. However, the Mayfield Community Trust as a newly formed organisation has no track record of delivery, and a short term license with performance monitoring will require ongoing council involvement.
24. Option 3 – The YNET bid to manage the land was assessed as being the stronger bid in 2012. However, the decision made in Sept 2012 minutes concern in relation to the arrangements for effective community engagement. Despite the clarifications submitted, the communities and equalities team confirms that only a short term license with the need for performance monitoring would be appropriate, which will require ongoing council involvement.
25. Option 4 – There is significant interest from both groups in managing the land and both have been actively involved in organising works in the last 18 months; YNET to the southern area around the pond and CRA / MCT to the northern area between Nelsons Lane and Hobmoor. This area is also directly related to the Children's Play area. Splitting the site management mitigates against a holistic approach. However, this would allow each organisation to manage areas of interest and promote different activities to the local community. There is perhaps the potential for this to prove that a joint working approach could work.

Council Plan

26. Securing appropriate future management arrangements for the land at Mayfield Grove York will contribute to the Council Plan objective of protecting the environment.

Implications

27. **Financial** the financial contributions for future management of the land were paid to the council by the developer in 2003. And transferred to YNET in 2004. According to YNET's latest published accounts the section 106 funds are still held in a reserved fund
28. **Human Resources (HR)** There are no direct HR implications however CYC officer time will be involved in managing the land in future
29. **Equalities** N/A
30. **Legal** The options set out above comply with the s106 agreement
31. **Crime and Disorder** there are no direct implications, and no reported problems on the land.
32. **Information Technology (IT)** there are no IT implications.
33. **Property** it is confirmed that all the land covered by the s106 agreement and is now in council ownership. Lease / licence agreements can be negotiated as appropriate following this decision session
34. **Risk Management** The current situation is unsatisfactory and is causing disquiet in the local community. The council will need to maintain involvement to ensure resolution in all options.

Recommendation:

It is recommended that Option 1 is approved.

Reason:

Option 1 will ensure that the terms of the s106 agreement are discharged and that there is certainty in the future management arrangements. This option recognises: that a mediated outcome involving joint working between the 2 groups was not possible; and the council's role with respect to the local community.

Contact Details:

Report Author:

David Warburton

Head of Design
Conservation and
Sustainable Development
City and Environmental
Services
Tel No. 01904 551312

Chief Officer Responsible for the Report:

Michael Slater - Assistant Director City
Development and Sustainability
Tel No 01904 551300

**Report
Approved**

Date *10 July 2013*

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

- Annex 1 - Cabinet Member Decision Session Report 8 March 2012
- Annex 2 – Minutes of 8 March 2012 Decision Session
- Annex 3 - Cabinet Member Decision Session Report 27 Sept 2012
- Annex 4 – Minutes of 27 Sept 2012 Decision Session

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**Decision Session
(Cabinet Member for City Strategy)**

8 March 2012

Report of the Director of City Strategy

Open Space land at Mayfield Grove York

Summary

1. The purpose of this report is to: summarise the background and history relating to this site and to set out for agreement the actions required, and the process to be followed to secure long-term management of this land for public benefit as per the section 106 agreement signed and dated 2 June 1997.
2. The City Strategy cabinet member is asked to note the history and background and agree the following :
3. The actions required and the process to be followed, as set out in this report, to secure appropriate management arrangements for the land designated as open space at Mayfield Grove York to ensure public benefit is realised for the long-term.

Background

4. The subject area of land comprises part of the former railway sidings off Nelson Lane York. A planning application was made in July 1996 by Hassall Homes for residential development on part of the site with the remainder given over as open space.
5. The development of 123 houses was formally approved by committee (Planning and Transport) on 21 Nov 1996. The resolution required the signing of a Section 106 agreement.
6. The land formally referred to as land at Mayfield Grove York (Mayfields) was designated as open space in a Section 106 agreement dated 2 June 1997 attached to the planning approval for the adjacent residential development.

7. The open space is in 2 parts with the southern section including the pond to the north of Mayfield Grove and to the south of Nelsons Lane, bounded by Ainsty Avenue to the east and Aintree Court / Lingfield Crescent to the west. The northern section lies to the north of Nelsons Lane with Hob Moor Terrace to the east and Goodwood Grove to the west and linking to Hobs Stone at the northern end.
8. A map of the area designated as open space is attached at annex 1.
9. A copy of the Section 106 agreement is attached at annex 2.
10. The area of open space is part of a wider green corridor linking with Hob Moor and there is considerable interest in the future management of this area. The land includes a former clay pit (which was part of the Hob Moor brickworks in the late C19th) and which had become a popular fishing pond managed by Rail sport angling club at the time of the planning application in 1996.
11. The land has significant interest and value for nature conservation with a number of different character areas across the site including meadow, scrub, woodland, rides and the pond, as described in the management framework (see annex 4).
12. When the planning application was being considered York Natural Environment Trust (YNET) expressed an interest in taking on the long term management of the land (following the model at Danesmead, Fulford where they had recently reached a similar agreement).
13. The value of the site today for nature conservation needs to be recognised where this is its most important characteristic, one which is especially important within York's built up area. Green public open space is available elsewhere in the locality at Hobmoor and the Knavesmire.
14. The committee report of 21 Nov 1996 on the Mayfield Grove development acknowledged this approach and it was intended that YNET would become the owner of the land designated as open space and that they would manage the land in perpetuity.

15. As the development progressed YNET discussed revisions to the proposed landscape treatment (clay capping) offering an alternative solution which achieved improved outcomes (reduced costs and better prospects for biodiversity) and which was agreed by committee 11 Sept 1997.
16. The development proceeded and the houses at the Chases were completed. Correspondence on the planning file indicates that the completion of the play area and the open space together with some necessary remedial work was effectively managed by the planning officer through 2001/02/03 and a letter dated 23 July 2003 confirms the formal completion of the scheme. This triggered the payment of the commuted sums set out in the s106 agreement regarding the play area and open space.
17. The payments were made to the council and the sum for the open space was paid to YNET in March 2004. By this time the land had passed to Taylor Wimpey.
18. Limited interim management of the land was undertaken by YNET pending transfer of title by developer. YNET also took on as agreed the collection of fishing fees and the management of the pond. However, YNET's ability to invest through fundraising / attracting grant was hampered because they did not have a formal lease arrangement and the land title has still not transferred 8 years later.
19. Between 2004 and 2010 both the council and YNET tried to resolve the matter. The lack of resolution is unacceptable, but is partly explained by staff changes (including the planning officer) at the council. Formal requests were, however, made to Taylor Wimpey on 4 separate occasions in 2007 and 2008 and received no reply.
20. YNET also made efforts to secure the land and continued to manage the land informally by agreement with Taylor Wimpey.
21. In September 2010 a meeting was held with Taylor Wimpey / YNET and CYC, including the Neighbourhood Management unit, to try and resolve the matter and it was agreed that on completion of certain works (tree safety works and demolition of a derelict structure) that the land would be transferred.

22. The works were subsequently completed in 2011, but the land transfer was not made.

Recent history 2011 to date

23. In February 2011, however, it was reported that a fence was being erected to enclose an area of the Mayfield Grove open space land to the rear of Hobmoor Terrace. See annex 3.
24. Council officers followed up the report with a site visit on 3 February 2011 and spoke to the fencing contractor who advised that his client had bought the land.
25. This was confirmed by inquiries made both of Woodhead investments who had purchased the land and Taylor Wimpey who had sold the land.
26. The land is however part of the land designated public open space in the 1997 Section 106 agreement and Taylor Wimpey have conceded this point. See annex 3.
27. This event acted as a trigger for significant local interest in the council's management of the site. FOI requests were received from local residents anxious to discover who was responsible for managing the land and to establish where responsibility lay. Further inquiries and representations were made seeking to address concerns about its state and future use.
28. The facts of the matter are certainly unsatisfactory and the council has apologised both to individuals and more publicly in a statement to the local ward committee on 26 January 2012.
29. Since February 2011 legal dialogue has been ongoing between the council, Taylor Wimpey, and Woodhead Investments to try and reverse the land sale - and remains ongoing.
30. Although this unsatisfactory situation remains YNET have continued to informally manage the land on a limited basis working with Taylor Wimpey and the council. However, it is clear that a formal resolution is now urgently required.

Current situation 2012 and proposed resolution

31. The legal process necessary to secure the transfer of the title to the land identified on the 1997 Section 106 agreement as public open space continues. This includes negotiations with Taylor Wimpey and with Woodhead Investments to recover that part of the land sold to it by Taylor Wimpey. If these negotiations are unsuccessful, it may be necessary to institute court proceedings as a last resort.
32. The legal process needed to secure the transfer of the title to the land identified on the 1997 Section 106 agreement as public open space continues. This includes
33. The Section 106 agreement states that the transfer shall be to the council or other approved body – it has now been agreed that in the first instance the land will be transferred to the council and that the council will seek to secure the long term management of the open space for public benefit.
34. To secure the long term management of the land the process suggested here is that the council seeks expressions of interest from suitably constituted community groups who can demonstrate that they have the appropriate capacity / capability / expertise / resources available to manage the land over the long term, in accordance with an agreed management plan.
35. The council has prepared a management framework - see annex 4 - which essentially describes the site and sets out the minimum requirements necessary for successful management of the area, also articulating some of the aspiration we believe is necessary for achieving wider public benefit. It is informed by the ongoing informal management arrangements and dialogue with York Natural Environment Trust (YNET) and Chase Residents Association (CRA) over recent months.
36. This management framework has been prepared specifically to offer a format for structuring a developed management plan which will be the primary submission requirement requires as a response from interested community groups.
37. If this approach is agreed the following timetable would apply:

38. The opportunity for community groups to submit expressions of interest will be formally advertised in April 2012, by public notice in York Press and by letter to YNET / Chase Residents Association / Wildlife Trust / Askham Bryan College.
39. Expressions of interest should be registered by 30 April 2012 and details of the submission requirements and the council's assessment methodology would be sent out to interested parties by return. The assessment criteria will be clearly set out in the form of the checklist that will be used to assess all responses submitted. This will focus on the developed management plan, but will also require the organisational detail highlighted below, necessary to satisfy the council.
40. 30 June 2012 - Deadline for submission of bids demonstrating organisational constitution / capacity / capability / expertise / resources available to manage the land for public benefit in accordance with a developed management plan, broadly based on the management framework.
41. July 2012 assessment of bids by officers against the criteria set out in the assessment checklist.
42. August 2012 preparation of report for City Strategy cabinet member decision session in September.
43. September 2012 – decision on future management arrangements with effect from a given date which is expected to be 1 October 2012. It is intended and expected that there will be the necessary resolution (as a result of the ongoing legal work) securing transfer of title to the land in accordance with the section 106 agreement.

Options

44. Option 1 - to agree the process set out above for establishing appropriate long term management arrangements for the land at Mayfield grove to secure public benefit for the long term.
45. Option 2 - to agree the process set out above with appropriate modifications based on comments/ representations made in accordance with this process.

46. Option 3 – to agree that City of York Council would take on the long term management of the land

Analysis

47. Option 1 – It was established and agreed from the outset, and set out in the planning committee report in 1996, that management of the land by a community based organisation was the preferred option. At that time the community group was York Natural Environment Trust (YNET). However, because of the passage of time and the interest now expressed by Chase Residents Association (formed since the completion of the housing development) it is appropriate for the council to follow a prescribed process as set out above for establishing appropriate long term management arrangements for the land at Mayfield Grove to secure public benefit for the long term.
48. Option 2 – It is recognised that some modifications to the process may be necessary in light of comments/ representations made on the report when published in accordance with this process.
49. Option 3 – City of York Council could take on the long term management of the land itself. The Council manages parks, gardens and other public opens space, but is faced with increased pressure on resources and is increasingly looking to work more closely with local communities to secure better management arrangements, as here.

Council Plan

50. Securing appropriate future management arrangements for the land at Mayfield Grove York will contribute to the Council Plan objective of protecting the environment by improving public access to green space.

Implications

51. **Financial** the financial contributions for future management of the land were paid to the council by the developer in 2003.
52. **Human Resources** (HR) There are no HR implications

53. **Equalities** the maintenance of public access to the land is a key component of the management framework and an equalities statement will be required as part of the submission from organisations seeking to manage the land for the long term.
54. **Legal** the council is committed to an ongoing legal process in relation to securing title to the land in accordance with the section 106 agreement dated 2 June 1997.
55. **Crime and Disorder** there are no direct implications, and no reported problems on the land. However it will be necessary for the agreed management make a statement in relation to monitoring / remedial action to avoid any future problems.
56. **Information Technology (IT)** there are no IT implications
57. **Property** it is confirmed that in the first instance the land covered by the s106 agreement and (currently owned by Taylor Wimpey and Woodhead investments) is to be transferred to council ownership.

Risk Management

58. The existing situation with respect to uncertainty in land ownership arising from the council's failure to secure complete discharge of a section 106 agreement dated June 1997 is unsatisfactory. Resolution is required to re-assure the local community and discharge the council's responsibility as local planning authority.

Recommendation:

59. The Cabinet Member for City Strategy is asked to agree Option 1 or 2.

Reason:

Thereby confirming the process to be followed to secure the effective long-term management arrangements for land at Mayfield Grove York as per the Section 106 agreement dated 2 June 1997.

Contact Details

Author:

David Warburton
Head of Design
Conservation and
Sustainable Development
City Strategy
Tel No. 1312

Chief Officer Responsible for the report:

Bill Woolley
Director of City Strategy

**Report
Approved**

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Date *Insert Date*
27/3/12

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

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For further information please contact the author of the report

Background Papers:

Planning file ref 7/013/03321H/FUL

Planning and Transport committee report 21 Nov 1996

South Area Planning & Transport sub Committee 11 Sept 1997.

Annexes –

Annex 1 – outline plan of land at Mayfield Grove York

Annex 2 – copy of Section 106 agreement dated 2 June 1997.

Annex 3 – outline plan of land sold to Woodhead Investments – to rear of Hobmoor Terrace

Annex 4 – Management Framework for land at Mayfield Grove York

The above annexes to this report can be found on the Councils website for the 8th March 2012 Transport, Planning & Sustainability Decision Session. The web page is as follows:

<http://democracy.york.gov.uk/ieListDocuments.aspx?CIId=738&MIId=6745&Ver=4>

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MEETING	DECISION SESSION - CABINET MEMBER FOR CITY STRATEGY
DATE	8 MARCH 2012
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLORS HEALEY, HODGSON, REID, SEMLYEN AND WATSON.

41. DECLARATIONS OF INTEREST

At this point in the meeting, the Cabinet Member is asked to declare any personal or prejudicial interests he may have in the business on the agenda.

Personal non prejudicial interests were declared as the Cabinet Member acknowledged that he had involvement in the original decisions on Mayfield Grove. Also on the City Centre Footstreets as a member of the Working Group.

42. MINUTES

RESOLVED: That the minutes of the last meeting held on the 21st February 2012 be approved and signed by the Cabinet Member as a correct record.

43. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been 9 registrations to speak at the meeting under the Council's Public Participation Scheme. The Cabinet Member also granted 5 requests to speak from Council Members.

- i) The Future Management Arrangements for Public Open Space at Mayfield Grove York.

Ann Leggett, David Munley and Jacquie North spoke on behalf of the Chase residents Association. They thanked the Council for taking on the matter and welcomed the opportunity to take part in the process to establish appropriate management arrangements. They advised that they were disappointed with

the framework in that in their opinion it was overly prescriptive and while it informs on what is required, it doesn't involve the community sufficiently. They felt that any management board should include local education establishments, residents groups, conservationists and ecologists but the core representation should be local residents. They requested that some interim arrangements be drawn up to ensure work such as the mowing of the meadow is carried out.

Barry Potter spoke on behalf of YNET who advised that 15 years ago he had worked with the Council to devise an innovative scheme to look after the land. Whilst he acknowledged that the local community and wider community should have involvement in the management framework, he stated that YNET were already looking after the land and had worked hard to do so. He advised that he welcomed any support from the local community and that in general he was pleased with the report.

Brian Bevan spoke in support of Anglers who use the site. He advised that people had been fishing there for at least 50 years and asked that whoever takes control of the land recognise this fact and do not prevent fishing from continuing. He gave his support to YNET who he said has done a good job of looking after the site and had allowed fishing.

Councillor Semlyen spoke as Ward Councillor. Instead of focusing on any negatives, she advised that the site is a beautiful piece of land for recreation and for visiting groups. Residents have engaged with the Council and developers to try and sort the situation out, in particular the Chase Residents Association who had been particularly persistent. She welcomed the chance for residents to be involved in managing the site.

Councillor Watson spoke as a Council Member. He was keen to ensure YNET still had full involvement at the site and commented in particular that their knowledge and skill had ensured the pond is well looked after. He distributed a photograph showing the poor access for disabled anglers and asked that this be improved on in future.

Councillor Healey spoke as the City Strategy Spokesperson for the Conservative Group. He advised that he was disappointed

with the time taken to get to this point and hoped that from now on there would be some progress.

Councillor Reid spoke as Ward Councillor. She welcomed the progress and the work that had been undertaken by all involved. She had the following observations on the report and framework:

- Paragraph 13 implies restrictions when the site should be available all year round.
- Paragraph 18 – Interim management arrangements have not been satisfactory.
- Paragraph 27 – It is local residents who have drawn attention to and campaigned for something to be done about the situation.
- The framework contains no details about access for all.
- All decisions should be taken in public.

44. THE FUTURE MANAGEMENT ARRANGEMENTS FOR PUBLIC OPEN SPACE AT MAYFIELD GROVE, YORK.

The Cabinet Member considered a report which summarised the background and history relating to the Mayfield Grove site and to set out for agreement the actions required and the process to be followed to secure long term management of the land for public benefit as per the section 106 agreement signed and dated 2 June 1997.

The Council had produced a Management Framework which was attached at annex 4 to the report. It set out the minimum requirements necessary for the successful management of the land at Mayfield Grove. It had been informed by the ongoing informal management arrangements and dialogue with York Natural Environment Trust (YNET) and Chase Residents Association (CRA) over recent months.

Having taken into consideration the representations made by the public speakers and Council members, the Cabinet Member made the following comments:

- Apologised for the ongoing situation and the fact that the land transfer is still to be finalised.
- Acknowledged the efforts made by local residents in trying to discover who has responsibility for the land. As a result

the Council has paid attention and a solution was now trying to be found. The key issue is to move forward.

Option 2 was approved with the amendments detailed below. The Cabinet Member suggested the changes to take into account the representations made by interested parties and council members at the meeting.

RESOLVED: That Option 2 be approved and the process set out in the report, with the following amendments, be agreed:

- (i) That the Habitat Plan and Site Layout plan be improved for the final copy of the Management Framework.
- (ii) The Ecological Assessment should be made more specific to York species, particularly in relation to Bats etc but without being over-prescriptive.
- (iii) Section 1.4 be amended to recognise that there is currently not general disabled access to the site and improvements could be made.
- (iv) The value of the land as a community resource should be upfront in the Management Framework.
- (v) The Community involvement sections 3.3 and 3.4 should be strengthened and potentially based around a reinvigorated 'friends of' model.
- (vi) That the final wording be delegated to the Director of City Strategy in conjunction with the Cabinet Member.
- (vii) That the Council would seek to ensure that the site was managed according to the draft management framework for the interim period until a new managing organisation was established.

REASON: In order to confirm the process to be followed to secure the effective long-term management arrangements for land at Mayfield Grove York as per Section 106 agreement dated 2nd June 1997.

CLLR D MERRETT, Cabinet Member

[The meeting started at 4.30 pm and finished at 6.00 pm].

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**Cabinet Member for Transport,
Planning and Sustainability**

27 September 2012

Report of the Assistant Director for City Development and Sustainability

Open Space Land at Mayfield Grove York

Summary

1. The purpose of this report is to :
2. Confirm the progress made and the actions taken following the decision at the 8 March 2012 Cabinet Member Decision Session where this matter was considered previously.
3. Report on the assessment of bids, submitted in accordance with the process agreed at the 8 March 2012 Decision Session, and set out the management options available.

Background

4. The land at Mayfield Grove is the subject of a section 106 agreement dated June 1997.
5. The background was comprehensively summarised in the report considered at the Cabinet Member Decision Session on 8 March 2012 – Annex 1.

8 March 2012 Decision

6. The Cabinet Member decision on 8 March 2012 approved option 2 of the report:
To agree the process as set out with appropriate modifications based on comments/ representations made [during the decision session] - the amendments recorded in the minutes of that meeting are attached - Annex 2.
7. In summary: to secure the long term management of the land at Mayfield Grove, the council committed to seek expressions of interest from suitably constituted community groups who would need to demonstrate that they have the appropriate capacity / capability / expertise / resources available to

manage the land over the long term, in accordance with an agreed management plan.

8. The council prepared a management framework, which described the site and set out the minimum requirements necessary for successful management of the area, also articulating some of the aspiration believed to be necessary for achieving wider benefit.
9. The management framework offered a format for structuring a developed management plan which was to be the primary submission requirement. The full submission requirements, which included the assessment criteria to be used, are attached – Annex 3.

Actions and progress since 8 March 2012

10. The following timetable has been followed:

The opportunity for community groups to submit expressions of interest will be formally advertised by public notice in York Press	2 May 2012
Expressions of interest should be registered by no later than Details of the submission requirements and the council's assessment methodology would be sent out to interested parties by return	16 May 2012
Deadline for formal submissions demonstrating compliance above with criteria and including developed management plans manage the land for public benefit in accordance with a developed management plan, broadly based on the management framework	6 July 2012 (inc post rec'd Mon 9 July 2012)
Assessment of bids by officers against the criteria set out in the assessment checklist	July 2012
Preparation of report for cabinet member decision session in September	August 2012
Decision on future management arrangements	September 2012
Future Management Arrangements in place	tbc October 2012

11. Amendments in accordance with annex 2 were made to the management framework and the process of seeking bids has been followed through in accordance with the summary above.
12. The opportunity for community groups to submit expressions of interest was formally advertised by public notice in York Press on 2 May 2012. The council also contacted potentially suitable groups. The information pack setting out the submission requirements was sent out on 18 May 2012.
13. The deadline for submission of bids was 6 July 2012.
14. The 8 March decision session report also confirmed that the council would continue to pursue all necessary legal processes to recover the land area behind Hob Moor Terrace wrongly sold by Taylor Wimpey to Woodhead Investments in Dec 2010.
15. This process has now secured the transfer of the title to that land to CYC. Agreement has also been reached with Taylor Wimpey in relation to the purchase price and the councils associated costs.
16. Agreement has also been reached with Taylor Wimpey in relation to the majority of the s106 land and the legal process to transfer the title to the council is at an advanced stage.
17. The interim management of the land has also been reviewed through discussion between the council and Taylor Wimpey as current land owner. Limited essential works have been carried out specifically including :
 - The erection of life belts around the pond
 - Repairs to access gate

Other maintenance work has been carried out including:

- Works agreed by TW / CYC where CRA was keen to see cutting back of shrubs partially obstructing the access from Nelsons Lane to the northern part of the site.

Further maintenance work is scheduled in the next few weeks / months including:

- The cutting of the meadow and the removal of arisings - at the end of the summer and in accordance with the management framework.
- Felling of dead elm tree to the rear of 26 Hob Moor Terrace.

Assessment of the bids submitted

18. 2 bids were received by the 6 July deadline – one from York Natural Environment Trust YNET and one from Chase Residents Association CRA.
19. Legal advice was sought on 20 July to ensure that the proposed assessment process was sound in accordance with council procedures. It was agreed that no external oversight was required. However, it was recommended that the council's procurement team should have oversight of the process and agree in discussion with those officers involved the exact scoring methodology to be used in accordance with the published criteria and weighting.
20. The bids have been independently assessed by 4 senior officers within the Council with specific expertise in Ecology and Countryside Management, Landscape, Parks and Open Spaces. The assessment process has also included input from the Neighbourhood Management Unit and the financial information has been reviewed by a City and Environmental Services Accountant.
21. A moderation meeting was held on 10 Sept to confirm, with procurement oversight, that all officers had the same understanding of the assessment criteria and the scoring mechanism, and that scoring was in accordance with the councils agreed scoring protocol. A further officer meeting was held on 14 Sept to ensure that the scoring judgements were consistent with the assessment criteria.
22. It was specifically confirmed in these meetings that the overall aims and objectives placed an emphasis on the site being managed for nature conservation with access for people. The scoring scheme necessarily reflects this.

Assessment Outcome

23. The final moderated scores indicate that the bids submitted by both organisations are sound bids and demonstrate that either organisation could take on the long term management of the land in accordance with the minimum requirements set out in the management framework.
24. The assessment of bids followed the published criteria. The breakdown of the point scores within the 4 sections, organisational factors, organisational capacity, developed management plan and community involvement was agreed with procurement to reflect the high level management aims and objectives.

25. In relation to the organisational factors and capacity both bids indicate a clear understanding of the management structures needed both formally / legally, and more informally, including the need for communication at a local level. The advantage YNET are able to evidence is that of an established trust with a track record. However CRA have clearly demonstrated that they have the necessary arrangements in place to form a trust and in every respect would match or exceed the constitutional / membership / insurance requirements that would be appropriate / necessary.
26. The essential difference between the bids could be seen as a reflection of the backgrounds of the respective organisations.
27. The CRA bid is stronger on community involvement aspects and sets out a number of aspirations for the site which go beyond the management framework requirements. This aspiration is evidence of the enthusiasm and commitment needed for successful management of the site.
28. However, management proposals must be appropriate for the site and where the primary consideration is nature conservation, public access and enjoyment must respect this. CRA's developed management plan is certainly acceptable, but it does not follow through with the details of what is required to deliver against the clear assertion in the plan that the site requires a 10 year 'restoration' period. CRA's bid also included significant supporting information in the form of questionnaire responses completed by members of the local community. It is not clear that these have directly informed the developed management plan, particularly the proposed interventions.
29. YNET submitted a more comprehensive developed management plan, clearly setting out how the land would be managed based on its existing form. There is perhaps less aspiration for change and or development, but there is clarity in relation to how what is there now would be managed and enhanced for nature conservation benefit and how access would be improved.
30. However the YNET arrangements for local community involvement and engagement are not as clearly defined as they could be. And where this was clearly highlighted as an important consideration this is a weakness.
31. Although this has been a formal process, it is not a tender exercise based on a cost / quality assessment of providing the service. The process was designed to secure the best possible future management arrangements for the land at Mayfield Grove York in accordance with the s106 agreement.

32. Officer comments accompanying the assessment articulate the conundrum :

CRA seem to have greater links to the local community as well with the support being very local whilst YNET's is wider. Both have their problems though. A wildlife centred approach can lead to local people feeling sidelined whilst a local community led approach can lead to wildlife being compromised.

I have no doubt that both could probably manage the site.

33. However, the final moderated scoring awards the YNET bid a few percentage points more than the CRA bid with the essential differences between the bids as highlighted above.

Options

34. The following options could be considered :

35. Option 1 - to confirm that the long term management of the land at Mayfield Grove York should be undertaken by YNET in accordance with the developed management plan and supporting information as submitted. City of York Council will work with them to agree the necessary lease / licence agreement for the land when the titles are secured by CYC and to confirm the arrangements for local engagement.
36. Option 2 - to confirm that the long term management of the land at Mayfield Grove York should be undertaken by CRA on the basis of the developed management plan and supporting information as submitted. City of York Council will work with them to agree an appropriate lease / licence for the land when titles are secured by CYC and CRA have enacted the trust arrangements necessary for this purpose.
37. Option 3 – to agree that City of York Council would take on the long term management of the land

Analysis

38. Option 1 - follows the process agreed in March through to its conclusion, and confirms that the long term management of the land would be carried out by an appropriately constituted / experienced / resourced organisation. YNET are an established environmental trust with an appropriate constitution and established membership. Their bid proposed the stronger management proposals, but the arrangements for local engagement would benefit from clarification. There is a level of certainty that the land will be

adequately managed. The risk factor is that local engagement is not as comprehensive as it could be.

39. Option 2 - although CRA's bid did not score as highly, it certainly exceeds the minimum requirements set out in the submission requirements. The local community involvement is a strength. However, the council must consider some degree of risk attached to the organisation's ability to manage the land for the long term, and there is some concern that the management plan proposals, especially where they suggest change, don't entirely reflect the community comments presented in support of the bid. The developed management plan also lacks the 10 year time frame stated as being necessary for the 'restoration' of the land. However, arrangements have been made to establish a trust, and subject to confirmation and any additional input from the council being clarified this is still a potential way forward.
40. Option 3 - If CYC were to take on the management this would require resource to be identified at a time when the council faces significant budget pressures. This option was previously discounted in March. However, it was always a clear intention from the very outset of the discussions around this land during the planning process in the mid 1990's that the land would be managed by a community based organisation.

Council Plan

41. Securing appropriate future management arrangements for the land at Mayfield Grove York will contribute to the Council Plan objective of protecting the environment.

Implications

- **Financial** the financial contributions for future management of the land were paid to the council by the developer in 2003. The financial component of both bids has been scored by council finance.
- **Human Resources (HR)** There are no HR implications
- **Equalities** the maintenance of public access to the land is a key objective here satisfactory equalities statements have been submitted by both groups
- **Legal** the council is committed to an ongoing legal process in relation to securing title to the land in accordance with the section 106 agreement dated 2 June 1997 – which is nearing conclusion as detailed in the report.

- **Crime and Disorder** there are no direct implications, and no reported problems on the land.
- **Information Technology (IT)** there are no IT implications
- **Property** it is confirmed that in the first instance the land covered by the s106 agreement and (currently owned by Taylor Wimpey and Woodhead investments) is to be transferred to council ownership. Lease / licence agreements will be negotiated as appropriate following this process.

Risk Management

42. The existing situation with respect to uncertainty in land ownership arising from the council's failure to secure complete discharge of a section 106 agreement dated June 1997 is unsatisfactory. Resolution is required to re-assure the local community and discharge the council's responsibility as local planning authority. The future management arrangements must also be capable of delivering on the agreed aims and objectives with the least risk.

Recommendation: The Cabinet Member is recommended to approve Option 1 as set out at paragraph 35 of the report.

Reason: As through the assessment process the YNET bid achieved the higher overall score.

Contact Details

Author:
David Warburton
Head of Design
Conservation and
Sustainable Development
City and Environmental
Services
Tel No. 1312

Chief Officer Responsible for the report:

Michael Slater - Assistant Director City
Development and Sustainability

Report
Approved



Date 21Sept 2012

Report
Approved



Date 21Sept 2012

Wards Affected: List wards or tick box to indicate all

Dringhouses and Woodthorpe

For further information please contact the author of the report

Background Papers:

As 8 March 2012 decision session

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=6745&Ver=4>

Annexes –

Annex 1 - Cabinet Member Decision Session report 8 March 2012

Annex 2 – Minutes of 8 March Decision Session

Annex 3 – Bid submission criteria as sent out 18 May2012

The Annexes to this report can be found on the Councils website for the 27th September 2012 decision session or at the web page detailed here:

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=7371&Ver=4>

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MEETING	DECISION SESSION - CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY
DATE	27 SEPTEMBER 2012
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLOR REID

9. DECLARATIONS OF INTEREST

At this point in the meeting, the Cabinet Member was asked to declare any personal, prejudicial or disclosable pecuniary interests that he might have had in the business on the agenda.

The Cabinet Member declared two personal and non prejudicial interests in both items on the agenda.

In relation to Agenda Item 4 (Open Space at Mayfield Grove York) the Cabinet Member declared an interest, in that he lived close to the land under consideration.

Regarding Agenda Item 5a (A59 Phase 2 and Phase 3 Bus Priorities-Highway Proposals Consultation and A59 Phase 1 and 3 TRO Consultation) he declared an interest as he worked in an adjoining building to the areas under consideration.

No other interests were declared.

10. MINUTES

RESOLVED: That the minutes of the Decision Session held on 2 August 2012 be approved and signed by the Cabinet Member as a correct record.

11. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been five registrations to speak under the Council's Public Participation Scheme. Details of the registrations are included under the relevant minute.

12. OPEN SPACE LAND AT MAYFIELD GROVE YORK

The Cabinet Member considered a report which asked him to confirm the progress made and actions taken on Open Space Land at Mayfield Grove following a decision made at the Cabinet Member Decision Session held on 8 March 2012 where the matter was considered previously.

David Munley spoke on behalf of the Mayfield Community Trust, who rejected the Officer's recommendation to approve Option 1, to hand over responsibility of the long term management of the land to York Natural Environment Trust (YNET). He felt that the track record of YNET was not credible given that they had failed to secure ownership and maintain the land in the past, when they had the responsibility to do this. He also added that he felt that YNET had little public support.

Louise Cresser, the secretary of the Chase Residents Association (CRA) spoke about how the organisation did not know that YNET had been previously managing the land. She also stated that the Officer's report did not mention the Mayfield Community Trust, which would be taking over the management, if the CRA bid was successful. She also felt that the successful bidder should be handed responsibility in perpetuity. This would then seek to avoid the successful applicant from ceding their responsibilities to the site.

Bob Dick, from YNET spoke about YNET's involvement in the site over many years and felt that they had the advantage of being an established trust with a track record in relation to the Mayfield Community Trust, which had been established recently. He informed the Cabinet Member although YNET had reported difficulties with a group of residents over the past couple of years, that he felt that this was not insurmountable and should not be used to portray YNET as not being engaged with the community.

Gordon Campbell Thomas, a representative of the John Lally Foundation, who wished for the management of the land to be given over to the CRA, spoke. He reported that he had been the Chair of YNET in the 1990s, and outlined some history of their involvement in the site during that decade. He felt that as the CRA and Mayfield Community Trust had greater links to the local community that they should be entrusted with the site.

Councillor Reid spoke about how she felt that the CRA should manage the site. She felt that as the open space had principally been set aside for development that the residents should be managing the land. She added that YNET had not shown plans of how they would manage the land, and that their bid wanted to restrict access on to the land. Additionally, she commented that YNET had not shown their plans for the site with all interested groups. Finally, she suggested that if the Cabinet Member did not decide on Option 2 that he should postpone making a decision to a later date.

Officers told the Cabinet Member that a significant amount of time had been put in by both organisations in the preparation of their two bids.

Further points were made by Officers on the scoring of the bids which included;

- That the MCT bid was stronger than YNET on the levels of community engagement, in particular that YNET had only suggested two community meetings a year.
- That on management proposals YNET had achieved a higher score, as it was very clear on how they would manage the site.
- The MCT bid said that they had a 10 year restoration plan, but their management plan did not outline how they would carry this out.
- That the final scores between the bids were less than 10% apart.

The Cabinet Member stated that he felt that both organisations were appointable to manage the land at Mayfield Grove, but that he had concerns in regards to YNET's levels of community engagement. He also added in relation to the MCT bid, that uncertainties in their management plan had left him unsatisfied. He felt that further discussions needed to take place with both groups in order to address these concerns. He said it was preferable if both organisations could make a deal, as both could bring different expertise to the land management.

The Cabinet Member decided to defer making a decision and urged to all those who were involved to allow for the space to be kept special.

- RESOLVED:
- (i) That the report be noted.
 - (ii) That the comments raised by the public, Councillors and interested organisations be noted.
 - (iii) That the decision on securing future management arrangements for the land at Mayfield Grove be deferred.

REASON: In order for further discussions to take place with the two bidding parties to clarify levels of community involvement and management plans.

CLLR D MERRETT, Cabinet Member
[The meeting started at 4.35 pm and finished at 5.25 pm].



**Decision Session – Cabinet Member for
Transport, Planning & Sustainability**

19th July 2013

Report of the Director of City and Environmental Services

**20mph in the West of York: Speed Limit Order Consultation and
Petition Response**

Summary

1. Delivery of the 20mph speed limit across the city is a Council priority. A 20mph Speed Limit Order was recently advertised for residential roads across the West of York urban area. This report will consider the representations received from respondents to the consultation.
2. An e-petition has been submitted entitled “Stop the 20mph Proposals” and this will also be given due consideration. 240 people signed up to the e-petition. The petition will be examined at the end of the report as many of the issues pertaining to the petition are raised in the representations to the formal consultation. The Cabinet Member is asked to make a decision on how to proceed with the 20mph scheme in lieu of the comments made by respondents and the submission of the petition.

Background

3. The first signed only 20mph speed limits in York were implemented in the Grange Garth area of the city in December 2009. These formed part of an initial trial to assess the effectiveness of such a scheme in residential areas. The South Bank area (excluding major roads) was approved to become 20mph as an additional, more substantial trial site on 1st December 2009. Upon the change in political administration at the last local elections the policy changed from being focussed on specific locations or streets to looking at citywide 20mph speed limits in residential areas. The South Bank scheme was delayed because a trial of applying 20mph

speed limits to more major routes was requested in the area. This pilot is now in the evaluation stage and will be reported separately in due course. The policy guiding implementation and strategy for developing 20mph speed limits across York was agreed with North Yorkshire Police and was taken to Cabinet Member Decision Session on 21st May 2012, was approved and formed the basis on how the West of York 20mph scheme has been designed.

4. Upon completion of the initial design, plans were taken to Westfield, Acomb, Dringhouses & Woodthorpe and Holgate ward committees to get opinions from residents on the first design of the scheme. Further refinement and assessment of some streets took place in the early months of 2013 before a second round of ward committees was attended with a final, more developed design. No new speed humps are envisaged, it will be a signs only scheme. Existing speed humps will remain in place unless they are proven to be completely redundant.
5. Subsequent to these ward committee meetings the Speed Limit Order was advertised and circulated to approximately 13,000 affected households as per the standard York approach with such a legal order. Officers recognise that perhaps this approach is more designed to tease out specific issues as regards detailed scheme design, however, it was considered to be appropriate to letter drop everyone directly affected and offer residents the chance to pass detailed comment should they wish.
6. Dft (Department for Transport) guidance from January 2013 entitled "Setting Local Speed Limits" contains specific information on 20mph areas. With regard to 20mph speed limits, it states;

"...traffic authorities are able to use their power to introduce 20mph speed limits or zones on:
Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic."
7. This is in addition to

"Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable."

8. The other crucial aspect of the guidance is:

Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.

9. City of York Council 20mph policy allows for some flexibility as to roads included. Firstly roads for automatic inclusion are established then the relevant roads are excluded. Existing evidence, such as speed and casualty data is then used to look at exceptions to roads that may be included or excluded before a draft design is established. Any exceptions must be fully justified. Further information on the detailed policy can be found online or by request to the author¹. A plan of the design is available in Annex Three.
10. The budget for the citywide scheme is £500,000, with £100,000 allocated to pilot more major routes and make residential roads 20mph in South Bank.
11. The 20mph scheme is designed to encourage drivers to drive more considerately in residential areas, to make driving more slowly where people live a social norm, to make walking and cycling more attractive and to contribute to a long term aspiration to make streets more friendly and to be of the highest quality. Making speed limits consistent across the city in residential areas other than distributor roads provides clarity to motorists and leaves little excuse for not knowing what the speed limit is.

Consultation

12. The consultation that this report considers took place from late May 2013 to 21st June 2013. This is a slight extension on the usual time period given to respond to similar consultations. All households with a frontage onto a street potentially affected by a proposed change in speed limit were sent a letter, plan and details of the formal speed limit order. The areas have been split into fifteen distinct sectors to allow for implementation to take place

¹ City of York Council 20mph Speed Limit Policy - <http://democracy.york.gov.uk/documents/s71818/Annex%20A%2020mph%20policy.pdf>

without the need to temporarily cover over signs so, should the change in speed limit be approved, it can occur quickly and seamlessly. There cannot be a period of doubt as to what the speed limit is because significant confusion would arise amongst all road users.

13. Large plans have also been displayed in York Explore library, Energise leisure centre and Acomb Explore. These plans have also advertised the online pages containing further information and the Twitter address for regular scheme updates. The proposals have been online, both at www.york.gov.uk/20mph and www.york20mph.org for some time now and these sites will continue to be used for publication of plans and detail regarding the scheme.
14. 97 formal representations have been received during the consultation period. This does represent a very low response rate and shows there is no significant opinion against the idea of 20mph. This figure is inclusive of 33 tear off forms which will be considered in the same way. The tear off forms all refer to the same three issues, these being;
 - Average speeds on many of the roads proposed for the new limit are all ready below 20mph and additional signage would make no practical difference, while increasing street 'clutter' and maintenance costs.
 - The £600,000 estimated cost of introducing the citywide limit represents poor value for money. Resources should be prioritised to enforcing existing speed limits particularly at accident "black spots".
 - Accident rates, on the streets proposed to have a 20mph limit, are very low. Available funds should be spent on safety improvements on roads with high numbers of "Killed and Seriously Injured" casualties.
15. These issues have been considered under the general headings later in the report.
16. The remainder of this section will examine the issues arising from the comments sent in by residents. These comments are contained anonymously (where possible) in Annex One. For simplicity, where comments have significant overlap they have been grouped together under one of the main issues.

Cost

17. The most common comment with regard to the proposals relates to the cost involved. 71% of representations made clear that they did not agree with the expenditure on 20mph speed limits in the current economic climate or suggested that the funding should be spent on other projects. This is in agreement with feedback from the informal consultation that cost is the major issue for people against the idea. Several people specifically wanted to see the £500,000 budget invested in road maintenance instead, citing that as being more dangerous than the roads being proposed for the 20mph speed limits. £500,000 worth of road maintenance would only form less than 8% of one year's budget.
18. The main roads on which higher speeds and more accidents occur do not fall within the remit of the policy or the project and would require engineering measures to reduce speeds to 20mph. If a traffic calming scheme was to be implemented rather than a signing scheme then more collisions could be prevented and speeds would be lowered more significantly as traffic calming is more effective. However, the cost of undertaking such an initiative is unaffordable at the present time and would have to be completed on a long term rolling programme if it were to be implemented. The implementation of a signed only scheme enables all the residential roads to be covered with a £500,000 budget over the next 18 months.
19. The delivery of the 20mph initiative is a council priority as well as a manifesto commitment. The funds have been allocated through the budget process and the policy was agreed at a public decision session and has therefore been through an appropriate decision making process.

The scheme could make the roads more dangerous

20. Objectors have mentioned that other areas introducing citywide 20mph speed limits have seen an increase in casualty levels and suggest that the scheme could be dangerous to implement.
21. Analysis of other areas suggests that the 20mph scheme needs to be implemented with great care as casualty levels have increased in Portsmouth after an initial reduction. The initial reduction in Portsmouth casualties was statistically significant and therefore can be attributable to the 20mph scheme. Other areas are also seeing

reductions in the casualties in the short term post implementation. Lancashire, for instance, has found a 48% decrease in casualties in their 20mph pilot areas.

22. Objectors have mentioned the rise in killed and seriously injured casualties in Portsmouth and this has been the case year after year since the introduction of the 20mph speed limits in that area. The numbers involved are small and cannot be considered statistically significant though clearly after investing £573,000 in such a scheme it is extremely concerning to see a rise in the most serious types of injury.
23. The longer term situation is where some concern arises, in Portsmouth, casualty levels have since crept back up to a point higher than before the scheme was implemented (Annex Two), however it would only be speculation as to what has caused this. A similar pattern is beginning to become evident in Oxford though further data is needed. It would be unwise to ignore the risk that this could have occurred as a result of adopting a citywide 20mph scheme so York has adopted a conservative approach where speeds can be reduced by a few miles per hour without the limit being unrealistically low. This limits the opportunity to tackle the more major roads where more collisions and casualties occur but does give far greater chance that an unsafe road environment will not be created as a result of the scheme.
24. It should also be noted that on urban roads with already low mean speeds any 1mph reduction in speeds can result in a reduction in collisions by around 6%². Therefore, a sensibly and relatively conservatively designed scheme such as the one proposed should dramatically reduce the possibility of making the roads more dangerous, but could also provide the small casualty reduction benefits suggested by Department for Transport guidance.
25. Given that much evidence from elsewhere suggests that in the period shortly afterwards (~2 years) suggests that there will be casualty reductions, the key is to maintain that. There is not likely to be revenue available to keep pushing the message to travel at 20mph in future years, so ensuring the scheme is self enforcing is essential and this is reflected in the design of the proposals.

²Taylor, M. C., Lynam, D. A. and Baruya, A. (2000), TRL Report 421 – *The Effects of Drivers' Speed on the Frequency of Road Accidents*. Crowthorne: TRL

26. To put the potential costs and savings into perspective; the citywide 20mph scheme has a budget of £500,000. One serious injury has a value of prevention equal to £189,519 and one slight injury has a value of prevention equal to £14,611³. Therefore if the scheme can help prevent, over time, three serious casualties, thirty four slight casualties or a permutation of the two equal to £500,000 then cost becomes far more justifiable.
27. One specific issue raised with regard to making the roads more dangerous was that cyclists travelling faster than cars will become a problem. Cyclists are not regulated by the speed limit, the 1984 Road Traffic Regulation Act Part VI refers specifically to motor vehicles. There are offences that cyclists can be legally reprimanded for but specifically exceeding the speed limit is not one. It would be expected that cyclists would keep to the 20mph speed limits if introduced and ride courteously, particularly in residential areas. After consulting with the Transport Planner who has primary responsibility for walking and cycling, it is not foreseen that this will be an issue. It has not, to officer's knowledge, been a cause of danger in other areas implementing similar schemes.
28. One objector raised the issue that casualties in 20mph areas have been rising nationally. This is the case but no direct relationship to the mileage covered by 20mph schemes is available so it cannot be established whether they are more dangerous from this data. Given many local authorities are pursuing a similar course of action regarding area wide 20mph speed limits the mileage covered by 20mph speed limits or zones can be assumed to have increased quite substantially. Evidence is therefore inconclusive on a national level.
29. In summary to these points; though a short term reduction can be anticipated there does appear to be a risk longer term that casualties could increase. The scheme has been designed in a way as to exclude streets that have potential for mean speeds to significantly exceed 20mph and also so that there are no substantially long lengths of 20mph road which will lead to excessive driver frustration. Therefore the scheme is not envisaged to make the residential streets of York more dangerous. It is expected that the anticipated short term casualty reductions can be sustained over time by keeping the scheme to roads that are likely to be self-enforcing at 20mph.

³DftA valuation of road accidents and casualties in Great Britain in 2011.

Vehicle Speeds Are Already Low on the Streets Chosen For the Proposed Scheme.

30. Objectors have mentioned that there is less of a problem with speeding on many of the roads selected for the scheme and questioned the need for 20mph speed limits on the streets selected for inclusion within the scheme.
31. In line with government guidance on signed only 20mph schemes streets with lower mean speeds have been chosen for the proposals. The specific wording from the guidance states;
- “If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.”
32. The reasons why these roads have been chosen are largely explained in the previous section. The objectors are correct to state that there is less of a speeding problem on many of these streets than on more major roads.
33. Including only these smaller streets does provide less opportunity to potentially reduce road traffic casualties; however, it also means that there is far less chance of any worsening in casualty levels. It is the local authority’s responsibility to ensure that speed limits are set appropriately and that they are not immediately brought into disrepute.
34. Data from Bristol in table one shows the significant risk associated with applying low speed limits in terms of resident perception⁴.

		Yes	No	Don't Know
Is speeding an issue?	Before	78%	11%	11%
Is speeding an issue?	After 3 months	56%	33%	11%
Is speeding an issue?	After 12 months	79%	12%	8%
Would a 20mph speed limit make it safer?	Before	75%	17%	8%
Has the 20mph speed limit made it safer?	After 3 months	48%	45%	7%
Has the 20mph speed limit	After 12	27%	60%	10%

⁴ Source: Toy, S. 2012. *Delivering soft measures to support signs-only 20mph limits. Report on research findings*. University of West of England. Bristol.

made it safer	months			
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35. If expectations are raised too high and inappropriate roads are included then this could be the result - a long lasting perceptual and potentially actual problem with speeding. As with accident data, there is a pattern of immediate improvement in residents seeing speeding as an issue before, over time; speeding has become a problem again, for a slightly higher percentage of respondents. This is especially likely to occur should signed only 20mph speed limits be applied to busier, faster roads. Applying the limits only to the smaller residential streets ensures 20mph has as greater chance of working as possible and therefore reduces the likelihood of creating a long running issue with speeding traffic and the perception of it.

Targeting the wrong streets in terms of accident reduction

36. Some objections are concerned with the selection of roads and the suggestion that the wrong streets are being targeted. The scheme has never been primarily focussed on casualty reduction. It would be envisaged, however, that there should be some reduction in the numbers of casualties as a result of successful lower speed limits. The reasons behind the selection of roads are covered in the previous sections.
37. Current casualty patterns don't tend to indicate casualty clusters as much as they once did given many of the cluster sites have been engineered to vastly reduce, or remove, the problem. The current patterns of accidents, particularly on major roads show casualties spread across their length rather than specific clusters at a few select points. This scheme, whilst tackling the roads where there is a lesser problem with road traffic casualties and speeds does enable coverage of a wide area and the possibility of reducing the more randomly distributed casualties across residential areas.
38. Some specific roads have been mentioned by residents as requiring inclusion in the scheme, or action on them instead of investing in the 20mph speed limit scheme. Others have had a request for 20mph to be included on them. These roads are considered individually below.

Dalton Terrace

39. Correspondence and a specific objection have been raised with regard to the exclusion of Dalton Terrace from the proposals. The objector suggested that it should be included to follow NICE guidelines. NICE guidelines are produced by the National Institute for Health and Care Excellence and in guidance note PH31 – preventing unintentional road injuries among under 15s⁵ 20mph speed limits are recommended as measures to reduce speeds where current average speeds are low enough. Speeds are low enough on Dalton Terrace but the guidance does go on to say, with respect to city wide residential 20mph speed limits that factors such as traffic speed, volume and function should be considered to inform which roads are included.
40. In this case the function of Dalton Terrace is primarily as a distributor route, verified by its status as an A Road therefore was recommended for exclusion. Road safety officers have specifically investigated the road and pedestrian flows associated with the school were discovered to be low in the AM peak. The school has an alternate access that is heavily traffic calmed.
41. Should the pilot on more major roads in South Bank prove successful this road could be revisited at the end of the process and included. In the meantime, officers would recommend retaining the current speed limit on Dalton Terrace, at least until the impacts are fully understood of signed only 20mph limits on more major roads. Given the bend in the road at a particularly awkward point, also coinciding with the desire line for the school entrance, it would be too hasty to include this and effectively brand it as being 'safe' if in fact traffic speeds are not likely to reduce.

Moor Lane

42. Strong feelings have been put forward, at both ward committees and on paper as regards Moor Lane, Woodthorpe. Most views relate to the council not tackling the main problem in the Woodthorpe area, this being speeding on Moor Lane. Moor Lane is part of the speed review process and has been recommended for engineering measures. It will therefore be dealt with through the

⁵NICE Guideline PH31: Preventing unintentional road injuries among under-15s, available from; <http://publications.nice.org.uk/preventing-unintentional-road-injuries-among-under-15s-ph31/recommendations>

appropriate channels in due course. Officers and North Yorkshire Police do not consider it suitable for a 20mph speed limit as the 30mph speed limit is not proving to be effective in its current state.

Nunnery Lane

43. The section of Nunnery Lane not currently subject to a 20mph speed limit is not widely residential and is a straight road. It is considered to be a major road and should not be included in the scheme until a full evaluation has taken place on the major roads trial in South Bank, which already includes the residential section of Nunnery Lane.

St. Helens Road / Thanet Road

44. St. Helen's Road and Thanet Road have been excluded as they are prominent local distributor routes. Speeds also appeared high from the link speed data and therefore raises issues surrounding effectiveness of the speed limit longer term using only signs. One aspect of this road is the existing 20mph zone outside Dringhouses primary school. Correspondence has been received suggesting that the school 20mph zone could be extended eastwards over the bridge. This should perhaps be examined in detail outside of the citywide 20mph programme as it would be best addressed as a specific local safety issue. The relevant officers will be informed. As a result, it is recommended that St. Helen's Road and Thanet Road be excluded from the scheme.

Trenchard Road & Portal Road

45. Written representation has been made by Rufforth with Knapton Parish Council suggesting that it is a waste of money to apply 20mph speed limits to Trenchard Road and Portal Road and that resident's are against the idea. If this is the case, given the roads are on the edge of the urban area, are only marginally over the minimum length (approximately 19m) set out in the policy, and could be considered independently as they do not connect with any other residential roads officers could support the request to exclude. The only issue which may occur is that it could set a precedent for smaller roads to be excluded which could affect the consistency of approach throughout further stages of the 20mph programme.

Acomb Wood Drive

46. Acomb Wood Drive has been left out of the scheme as it fulfils a role of a local distributor, is not residential on the central section and has mean speeds of 27mph northbound and 26 mph southbound. These are on the high side to use a signed only 20mph speed limit to bring speeds down close to 20mph so it has been excluded. Alness Drive was included at the lower end to attempt to lower speeds in the main residential area but the implementation team had little confidence that Acomb Wood Drive would be successful as a 20mph speed limit without traffic calming.

Hamilton Drive

47. The proposals do provide a couple of changes between 20mph and 30mph on Hamilton Drive. The 30mph section between the two 20mph zones has been retained partly because the road fulfils a distributor function and can be quite open but also, mainly, to ensure that the 20mph zone outside Our Lady Queen of Martyrs Primary School is protected. If the 20mph speed limit is extended over too long a length of road then there is a risk drivers can become frustrated and begin to raise their speed. As Hamilton Drive does carry through traffic over a reasonable length of road, there is a risk that speeding could occur if it was 'filled in as 20mph'. Therefore officer recommendation would be to keep to the advertised proposals.

The proposals will worsen congestion

48. As only the smaller residential streets are included, in line with government guidance, officers do not feel that congestion will worsen on the streets proposed for 20mph. There is little evidence of congestion on the types of road included and therefore the impact is likely to be minimal.

Increased clutter from signage

49. The signage requirements come from Traffic Signs Regulations General Directions (2002) and subsequent amendments. The scheme must be signed to the regulations stated in these legal documents to make the scheme enforceable. Guidance is also provided in Traffic Signs Manual Chapter Three. To sign the scheme to minimum legal requirements the relevant signage must

be provided at entry points to the 20mph areas with repeater signs at regular intervals.

50. Excluding the main roads does result in increased levels of signage, but, in the view of the implementation team the risks of including more major roads, as outlined above, means that the extra signage is important and needs to be considered as an undesirable necessity. Every effort will be made to locate the signage sensitively. It should be possible to locate the vast majority of new repeater signs on existing lamp columns. This stage of the design is still underway. As part of the South Bank pilot scheme, redundant signage was removed to reduce clutter.

The minority who exceed the speed limit will continue to do so

51. This has been a common theme throughout the various stages of consultation and it is a fair comment. Where engineering measures do, generally speaking, gain increased success is that they can form a physical deterrent twenty four hours a day, seven days a week. With signage alone, drivers are effectively given more of a choice as to whether to obey the speed limit or not. Given speeding can be considered a social norm, shown by high levels (80% plus across all age groups) of respondents to a survey who admitted speeding⁶ it will require significant culture change to make the lower speed limits work for everyone. One of the crucial aims of this scheme is to change this and turn travelling at 20mph and more considerate driving into a social norm particularly on residential roads in York. A programme of work to develop the community responsibility side of the scheme will be developed if the scheme is approved.
52. There are always likely to be people who exceed the speed limit and in some cases, exceed the speed limit by a dangerous margin. The community engagement side of the 20mph scheme is important to attempt to demonstrate to motorists that they should drive at 20mph in residential areas as part of a considerate driving style but this may not resonate with all drivers and the money is not likely to be available longer term to keep reiterating the message. That said, maximum speeds did reduce significantly in the Grange Garth Area and it could be that having the signage in place on the ends of roads sufficiently reminds a strong majority of drivers of the

⁶ Humphrey, A. 2011 Attitudes to Road Safety. Presentation available online from: <http://www.roadsafetygb.org.uk/conference/speakers-presentations-2011.php>

speed limit, rather than now, where it is essentially indicated by street lamps.

It will slow buses down

53. The proposals have been developed in conjunction with Performance sub group of the Quality Bus Partnership. No complaints were received to the proposals as the speeds on the roads concerned are already relatively low. The Grassholme / Ryecroft Avenue / Acorn Way / Moorcroft Road loop was the only area marked as being potentially problematic. Should approval be given to the 20mph scheme in its current guise, this loop will be monitored by CYC as part of the scheme to ensure the 20mph speed limit works.
54. A similar principal applies as to cars, the roads have reasonably low speeds already and the scheme is designed to reduce speeds by a few miles per hour, therefore buses are not being asked to go too much slower than they are currently moving at and the major routes where they do pick up speed are excluded from the scheme. Residential roads often have far more obstructions anyway, such as parked cars, which require drivers of larger vehicles to manoeuvre more carefully around so the scheme is not considered to place an unjust burden upon bus movements.

The proposals will increase emissions

55. Limited evidence is available as to the impacts of 20mph speed limits on emissions levels. As one objector pointed out, the AA have undertaken some research which concluded that changing a 30mph speed limit to 20mph can result in 10% additional fuel being used by vehicles. The actual text accompanying the statistic reads “that along shorter roads with junctions and roundabouts, limiting acceleration up to 20mph reduces fuel consumption. But on local distributor roads a 30mph limit may be more environmentally friendly”⁷. This adds greater weight to the decision to only include smaller routes and retain existing limits at 30mph.
56. The City of London has recently commissioned a detailed study into the potential air quality impacts of 20mph speed limits. This work concluded that it would be incorrect to assume that a 20mph speed

⁷The AA. *20mph Roads and CO2 Emissions*. Available from:
http://www.theaa.com/public_affairs/news/20mph-roads-emissions.html

restriction would be detrimental to ambient local air quality”⁸.

Though this work is based upon London drive cycles, it is thought that there will be little adverse effect on local air quality in York as a result of the 20mph scheme given the roads chosen are the smaller residential routes. No congestion impacts are foreseen so there should be no implications upon air quality from additional standing traffic.

57. It is hoped that lower speeds on residential roads will make walking and cycling more attractive and therefore any potential shift towards these modes could positively impact upon emissions.

The scheme is unenforceable

58. Rumours appear to have spread that 20mph speed limits are unenforceable. This is untrue. ACPO, the Association of Chief Police Officers issues guidance for enforcement of speed limits and thresholds for 20mph areas are included in this guidance. ACPO have also recently stated that it is incorrect to say that police officers are not enforcing 20mph speed limits.⁹ To counter one issue raised in the objections, there is absolutely no intention to use the scheme as a way of increasing revenue from speeding tickets.
59. Officers have worked closely with North Yorkshire Police to ensure that a scheme has been designed that gives 20mph speed limits every chance of working effectively in York i.e. on the overwhelming number of roads the 20mph limit should be self enforcing. No objection has been received from the police to the scheme and it is envisaged that the new 20mph speed limits will be enforced as the existing 30mph speed limits are currently.

Road users pay less attention in 20mph areas

60. This is as yet unproven, but an issue that must be taken seriously. It is plausible that by making a road subject to a 20mph speed limit that it is almost being declared as safe. It is something that has been considered by the implementation team and by not having traffic calming to physically slow traffic there is always a danger that vehicles can more easily exceed a 20mph speed limit. This is yet another reason why only smaller streets have been included. The

⁸Williams, D. North, R. 2013 *An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London*. Imperial College London. London.

⁹ ACPO 2013 -

<http://www.acpo.presscentre.com/imagelibrary/downloadMedia.ashx?MediaDetailsID=372>

speeds on these roads are already low and therefore road users can have greater confidence that traffic will be travelling at or very close to 20mph and behave accordingly.

Negative Impacts on Business

61. No negative impacts upon business are envisaged as only smaller residential roads are included. No major radial route into the city has been included as part of the scheme. Some local mobile traders may find that journeys take a little longer but the reality is that a motorist will never be far from a 30mph route under the proposals advertised.

Petition Response

62. The e-petition was entitled "Stop the 20mph Proposals". It achieved 240 signatories and ran from 29th April 2013 to 10th June 2013. The reasons given for wishing to see the abolition of the 20mph programme were

- 20mph has minimal effect on accident rates
- It would be cheaper to enforce the current 30mph limit

It is also stated that; "At a cost of £600,000 for something that even the police do not want and admit is unenforceable is a total waste of council tax payers money".

63. The cost, road traffic casualty and policing issues have been discussed earlier in this report and therefore should have been fully answered. The issue regarding it being cheaper to enforce the current 30mph limit is separate and one that has not been raised before. The funding for the 20mph scheme currently comes from the government transport capital settlement. Giving the funding to the police for enforcement would require revenue based resource. Revenue funding is stretched at the moment and to significantly increase enforcement of 30mph speed limits would result in ongoing costs and could only address certain locations at certain times.
64. The 20mph scheme may be focussed on lower speed residential roads but it provides a permanent method of applying a reduced speed limit across a wide area of the city. There will be some ongoing maintenance costs due to the levels of signage but overall,

once it is implemented it provides a constant reminder to drivers not just on certain occasions during the year.

65. Officers do acknowledge the need to tackle some of the 30mph roads and some of these that are excluded from the 20mph scheme exhibit strong feeling amongst local residents. There is a process for tackling the issues on these roads and whilst officers have sympathy towards the desire of residents to see some of their local distributor roads made safer, the 20mph policy has been approved and the funding has been made available.

Options

66. **Option One:** Overrule the objections and proceed with the scheme as advertised
67. **Option Two:** Uphold the objections and do not introduce the scheme at all
68. **Option Three:** Overrule the objections wishing to see no 20mph scheme implemented but uphold representations suggesting Trenchard Road and Portal Road are removed from the scheme.
69. **Option Four:** Choose to modify the scheme in another way whilst ensuring compliance with the guidance.

Analysis

70. **Option One:** This option allows for the scheme to go ahead as recommended by the implementation team and as shaped through the informal resident consultation at ward committees and through correspondence. It is relatively conservative compared to other areas (for reasons outlined above) but provides a way of sensibly and safely introducing 20mph speed limits onto residential roads across the west of the city. This option has been designed in conjunction with North Yorkshire Police.
71. The scheme design for this option does involve more signage than would be ideal, but complies very specifically with government guidance and proven research on signed only 20mph speed limits. This option does however go against the numerous objectors to the scheme and does not amend the scheme in lieu of some of the comments made during the formal consultation period.

72. **Option Two:** Option two would uphold the objections and withdraw the scheme. This option would go against the approved policy and the political commitment. It would take into account the representations from respondents to the consultation and accept the petitioners' position. It would however decide against members of the community who want to see the scheme implemented.
73. **Option Three:** Option three would continue with the implementation, against the majority of (very limited in number) respondents to this recent consultation, but amends the proposals where there has been a fair case made to the council to make acceptable amendments to what has been proposed. It could potentially set a precedent for exclusion of streets, though as the streets concerned are not absolutely integral to the urban area there is potential for their sensible exclusion.
74. **Option Four:** Option four allows the Cabinet Member to make suggested amendments that remain within the remit of the policy. If this option is chosen any suggested amendments should be referred to the Implementation group for assessment against the policy and deliverability criteria. This option is not recommended as any changes risk going against policy, may potentially lose police support for the scheme and could create a dangerous road environment, depending on the amendments.

Council Plan

75. The citywide 20mph programme is specifically mentioned under the 'Get York Moving' council priority and forms an integral part of local transport policy.

Implications

76. **Financial:** The 20mph project has been budgeted for and has allocated funding in the City and Environment Services capital programme.
77. **Human Resources (HR):** There are no human resources implications.
78. **Equalities:** There are no equalities implications.
79. **Legal:** The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated

Road Traffic Regulations Act 1984 to implement the measures proposed.

80. **Crime and Disorder:** There may be an increase in motorists exceeding the speed limit.
81. **Information Technology (IT):** There are no information technology implications.
82. **Property:** There are no property implications.
83. **Other:** There are no other known implications.

Risk Management

84. The main risk associated with the scheme is the slim chance that casualties may go up longer term as has been the case in Portsmouth. The evidence to suggest this could happen is very much in its infancy and there have been several successful pilot schemes that have achieved substantial casualty reductions in the shorter term. The 20mph implementation team has followed Department for Transport guidance in preparing the scheme and has attempted to design out any such risk.
85. Other risks include, a small reduction in speeds resulting in an unperceivable impact from the scheme in some roads. If implemented on roads with higher speeds there would be a good chance that there would be an increase in resident perception of numbers of vehicles speeding. The current scheme design should mitigate against this scenario.

Recommendations

86. It is recommended that option three be progressed:

Option Three: Overrule the objections wishing to see no 20mph scheme implemented but uphold the representation suggesting Trenchard Road and Portal Road are removed from the scheme.

Reason: To progress the citywide 20mph scheme in line with the council plan, but removing two roads where there is little negative consequence arising from their exclusion.

Contact Details

Author:

Tom Horner

Assistant Transport
Planner.
Sustainable Transport
Service.
01904 551366

**Chief Officer Responsible for the
report:**

Richard Wood

Assistant Director (Transport, Highways
and Waste)

**Report
Approved**

Date Insert Date

Ruth Stephenson

Head of Sustainable
Transport Service.
Sustainable Transport
Service.
01904 551372

Specialist Implications Officer(s)

N/a.

Wards Affected: Acomb, Dringhouses & Woodthorpe,
Holgate, Rural West York and Westfield.

All

For further information please contact the author of the report

Background Papers:

Any papers used in the preparation of this report are publicly available.
Links to online versions of such papers have been included in footnotes
where appropriate.

Annexes

Annex One: Consultation Responses

Annex Two: Casualty Patterns in 20mph Cities

Annex Three: Plan of 20mph Proposals for the West of York

Annex 1

Objections & Formal Representations to the Speed Limit Order.

I wish to register my objection to this proposal.

I feel it is a totally disproportionate response to RTAs in our city.

I believe your proposals will snarl up what is already a very congested city increasing emissions and impacting on journey times for commuters, visitors and business alike and having a negative effect on the local economy. It is also my belief that the many signs required will add insult to injury by costing council tax payers an excessive amount, at a time when other local services are being cut and the money could be much better spent.

I would have no objection to you introducing this speed limit in known hotspots such as outside schools providing the 20mph limit only applies at the appropriate times. This type of restriction seems quite effective when I have seen it in other cities where lighted signs warn when the limit applies.

To me this would be a much more appropriate response for all concerned.

I am in favour of reducing speed on residential streets, however your idea to simply put up more road signs is naive and a WASTE of money.

Motorists who like to drive fast will not take the slightest notice of the speed limits or 'signs'.

The only way to slow drivers down is to make it painful – that means speed humps ALL THE WAY ACROSS the road.

Partial speed humps are useless - I frequently witness drivers going over 40/50mph along Hamilton Drive when they get a clear run.

The wheels are positioned either side of the hump so it serves no purpose.

On the streets you propose the signs, it is probably not possible to go fast anyway - as a driver runs the risk of crashing into all the parked cars.

This is the case on Queenswood Grove, where I live. it is not the 'sign' that slows drivers down but the other vehicles.

Your campaign is without real action - it is a token gesture to make it look like you are doing something when in fact all you are doing is wasting money and achieving nothing.

Why not waste more money and put signs on all pavements to say "Pedestrians only"

Hello -

I would like to express my broad support for the proposal formally make more residential streets 20 mph. I do have a concern over a section of St. Helen's Road/Thanet Road in Dringhouses. The section to which I refer extends from the current 20 mph section in front of Dringhouses school toward Chaloner's Road. I hope that you would consider extending the current 20 mph zone on this section of road - or infact along the length of Thanet Road/Gale Lane.

Vehicles tend to accelerate through the 30 mph section of this road (between the school zone and the sleeping policemen on Gale Lane). There is considerable pedestrian and bicycle traffic in this area, especially before and after school and also during the work rush hours. Bicycles struggle to cross and get into traffic at the end of Chaloner's Road and the area is particularly hazardous for young children with cars at 30 mph or more. This creates additional hazards with the rail way bridge blocking the view toward the school, again creating particular hazards for bicyclists where there is no cycle lane and also for children.

Please consider extending the proposed 20 mph zone on St. Helen's Road/Thanet Road in the Dringhouses area.

I am writing to you, as i am disappointed that it is being proposed to implement a 20 mph limit on certain roads within the Acomb area. We are already hindered by a plethora of "speed bumps" which are more than adequate in reducing the speed of traffic unless you wish to damage your vehicle.

If the limits are introduced, do the council intend on removing the speed bumps, as they will no longer be required and in my opinion would reduce noise levels, would this not further improve the quality of life for the community due to reduced noise levels?

On what other premiss are the speed limits being instigated? i find the comment on the speed limits being introduced to improve the quality of life for the community hard to justify; is there any evidence of elevated road traffic accidents in these areas to further support such a claim?

Has any consideration being given to pubic transport and how this limit will further delay any services running along the proposed routes?

The additions of further signage will also spoil the appearance of the area, another quality of life issue!

It seems whoever instigates these hair-brain schemes has in essence, given little consideration to the overall impact of the proposals not only in the Acomb area but across the entire York area; previous alterations and subsequent modifications to the traffic lights at Clifton green was another failure along with the "bendy bus " debacle; Lendle bridge closure is all well and good, but i doubt the council has truly considered the impact this will have on the other major routes into York.

Why don't York council along with the police tackle known areas of speeding, Beckfield lane and Moor lane,for example, neither of which have any traffic calming measures.

If the council is serious on improving quality of life for the community, they wold be advised to tackle ongoing anti social behavior issues in the Acomb area and employ extra community officers to tackle said issues and not instigating schemes which

are in my opinion a waste of tax payers money.

I have received an information pack concerning a proposed 20 mph speed limit in the Dringhouses East area and am writing formally to object.

You will note the layout of roads in this area which by their nature preclude motor vehicles achieving an excessive speed. I am also not aware of any road accidents in this area resulting in death or injury to pedestrians or cyclists which would have been avoided by this scheme. Further, I live in a road in the designated area where children currently play football and practice their skateboards on the road (not the pavement) without any problems. I have lived at this address for some years and have not observed speeding, although if anyone was so minded we all know that a speed limit sign would not prevent it.

In my view this proposal will merely add extra roadside clutter and be unenforceable. It also seems rather premature even to consider such a scheme until we have some hard data as to its effectiveness in the South Bank area. My own observations indicate that people still travel at a speed appropriate to the conditions and within the speed limit which previously prevailed.

If York City Council has excess highway funding burning a hole in its pocket, I believe it would more effectively spent in improving lane markings at junctions and the edge of cycle lanes (many have worn away) and filling in pot holes.

As a York resident I wish to object to the proposed 20mph speed limit (amendment No 11/4) in the strongest manner possible.

I feel very strongly that this is a criminal waste of public money on something that is neither wanted nor required. At a time of severe cutbacks on council services in attempts to make savings I am quite sure there must be a long list of alternative channels of where this money could be better spent to serve the residents of York.

I dread to think how much this proposal is likely to cost or even has already cost the tax payer. What's required is investment for the long term in York's essential services, may I suggest that instead of your proposed speed limit change the money might be better spent on actually maintaining the roads we already have in the form of resurfacing worn our tarmac and filling in potholes, or is it the councils policy to stealthily reduce the speed of drivers in York by relying upon random potholes to act as traffic calming measures?

As a Woodthorpe resident and owner of two properties and a business in the area I am not aware of the existence of a speeding problem. If it has indeed been genuinely identified that speeding within these areas is a problem i would suggest targeted action be taken to penalise and educate the minority at fault rather than inconveniencing the masses. 30mph has worked fine for many years, please stop wasting money on the latest dreamt up whim at the expense of the tax payer and focus on the day to day maintenance of York, the services we actually need and use on a daily basis.

I only hope that sufficient numbers of York residents voice their objections to make the council see sense.

Thank you for your information pack setting out the proposals for 20 mph speed limits in York.

As far as I am aware the authorities have not been very successful in enforcing the existing 30mph limits over many years can you give an assurance that the new limit if imposed will be more successful.

In view of the present financial situation I would ask you to be as economical as possible when spending money creating hundreds of new 20mph road signs. It should only require a sign at the entry point and reminder signs painted on the roads as reminders.

As a resident of Pheasant Drive I feel strongly that the stretch of Acomb Wood Drive

from around junction with Bellhouse Way to around junction with Alness Drive should be included within the proposed 20 mph limit. Especially of concern to me is the area adjacent to the shops and the Quaker Wood Public House. This area attracts a lot of vehicles and pedestrians. There is a bend in the road here, often with vehicles parked on this bend. This causes cars and buses to use the right-hand lane. I sometimes find it difficult to exit Pheasant Drive because I am unable to see vehicles approaching from around this bend, often in the wrong lane and too often travelling in excess of the existing speed limit. Neither drivers or pedestrians are able to see approaching vehicles until the very last moment.

Mr Wood, I am writing to register my objection to the proposed 20 mph limit for York. I am a resident of the West side of York (postcode yo24 2rd) & hence will be affected by the next phase. In my opinion, the proposal is a waste of money & unenforceable. Accidents are most likely to be caused by drivers who are currently breaking the law, for example by speeding, drink driving, use of mobile phones etc. If someone fails to stick to the current speed limit then they won't stick to a lower one.

This money would be better spent in other ways such as more cycle lanes or pedestrian crossings, or clamping down on drivers using mobile phones (which I often see in York). Alternatively the money could be spent on maintaining essential services that are currently being cut.

Hi,

I am pleased to see that the proposed 20mph speed limit for west of central York includes Trentholme Drive.

This road has a high proportion of 17 children under 10. These comprise currently 9 households out of around 42 in the road, so 20%.

The parents in the road would like to request a 'slow children playing' sign to be erected at the beginning of the road and ideally

a 5mph speed limit to allow for children playing. Being a horseshoe cul de sac and next to the racecourse, we get a lot of event visitors driving fast up our road and then straight out again. The children often ride their bikes and the horseshoe creates a series of blind corners. A sign/slower speed limit would at least alert strangers to the road to the need for extra vigilance.

I wish to lodge my objection to the proposed 20mph speed limit – area to West of Central York. In my opinion this is a complete waste of money and resources. I feel that this will make no difference to the people who do speed and imposes the limits on the people who do drive safely and within the speed limits. In a modern vehicle it is actually very difficult to maintain a steady 20 mph and one does wonder if this could be a way of gaining revenue in the form of future imposed speeding fines rather than really addressing the heart of the matter which is a small minority of inconsiderate drivers.

The money would be better spent on repairing the damaged roads in and around York as well as footpaths.

We would like to formally lodge our objection to the extension of the 20mph scheme to the West of York.

As residents of Moorgate we would be included in the scheme.

As far as we are aware there is no evidence to suggest that 20mph is required, if we are incorrect please can you provide us with details/evidence of accidents/incidents that have occurred because of travel exceeding 20mph.

The surface of the roads in York and surrounding areas are disgraceful and if there is spare money in the budget, it would be better spent on resurfacing. The roads are so bad that to exceed 20mph in some areas of the West of York would be virtually impossible. As cyclists and car drivers we are amazed that accidents don't happen on a daily basis, perhaps they do!?

A common sense approach of the correct speed in rural areas should be taken and if drivers do not adhere to a sensible speed appropriate

approach, then no addition of signs is going to deter them from their reckless approach, especially as it is unlikely to be policed/enforced.

Therefore we view the whole matter as a waste of money and again reiterate that our view is that the money should be spent on road re-surfacing which is certainly a safety issue.

I raise the following objection and representations relating to the proposed 20mph speed limit in York, with particular reference to Dringhouses East.

1 In general there is no need for 20mph speed limits as 30mph is a sensible existing limit. I would like to see measures to encourage and enforce the existing limit rather than reducing limits further.

2 In the case of Dringhouses East the residential roads are laid out and occupied with parked cars such that high speeds are not really realistic in any case. The only exceptions to this are where yellow line parking restrictions have been introduced - which has made the road a clearway at certain times of the day, and served to encourage an increase in speed.

3 I strongly object to the use of repeater speed limit signs shown throughout residential areas. These signs are intrusive into the residential environment and are ugly. I believe that they make drivers and inhabitants feel like idiots and that they are being treated as though they are living in a "police state". It is possible they can provoke a reactionary response. Please appreciate that on housing estates "we live here" and know what is required - it is not a case of controlling "through traffic". I have already visited areas where repeater signs have been put up and can only express annoyance at the ugliness and frustration of seeing 20mph signs every 50 yards when you are driving along residential roads where such speeds just aren't practical or possible. Using the Middlethorpe estate as an example, signs at the entrance to the estate at the junction with Tadcaster Road would provide plenty of information.

I would like to object to the proposed 20 mph plans for the city of York on the grounds that they are utterly unenforceable on the scale proposed without 1. either massive CCTV spend not possible due to budget cuts or

2. a massive police force increase again not viable for the budget cuts which will only increase.

I cannot see what possible use of reducing the roads to 20mph when current restrictions of one way streets are ignored currently and no police or council official seems in anyway moved to any actions but to note that a comment from the public has been logged.

3. Will cycles also be subject to the 20mph speed limit? and how will you enforce that?

4. What study if any has been done to see what the impact of bringing cycles and motor vehicles down to the same top speed in York a cycle town. Unlike other cities who have little cycle traffic York has a great deal of all ages and sizes of cycle vehicle if a 20mph limit is in force the reality will be more accidents as cycles and motor vehicles bother each other under the 20mph limit rather than a motor vehicle being able to safely overtake a cycle without impeding other traffic.

5. A very bad idea all round not thoroughly thought through and not really able to enforce any speed limit or traffic restriction in York.

Maybe the monies would be better spent on improving road surfaces and more police.

Just a quick email informing you of our objection to your proposal.

Although I encourage and promote, where possible, sensible driving etiquette, my wife and I cannot support the proposal for a city wide speed reduction.

In our view all this does is create more work load for the already 'stretched' police force. It will however generate more revenue in speeding tickets as every day, taxpaying (non-criminals) will be

caught, off-guard travelling 3-5mph over the restriction and subsequently be charged their hard earned money in fines.

I would like to question why your website has not argued the fact that vehicular technology is so much more advanced nowadays which makes cars stop faster than ever before and are more environmentally friendly?

It's always the same in York - Always against the motorist!

I do not suggest, in any way, that I'm a statistical expert for our great city, but what is so obvious to the average Joe is that more vehicular restrictions enforced throughout York will force motorists and trade away from the city centre. Sure we'll have a healthier city but we're hardly Beijing.

I'm fully aware that the lower limit proposal is to 'save lives' but surely the money that has been side-lined for the project would be better invested in road safety awareness. I remember attending a 'crucial crew' event at the old Clifton Hospital when I was a child. This touched upon all areas of general safety awareness, railways, road safety, basic first aid etc. It was comprehensive and interactive method of 'driving' safety home. Something that our generation's children appear to have been denied.

my grounds for the objection are , Accident rates on the streets proposed to have a 20mph limit , are very low and available funds should be spent on safety improvements on roads with a high numbers of killed or seriously injured casualties . the estimated cost of £600,000 cost could be put to better use enforcing existing speed limits at known accident black spots

I fully support the implementation of the proposed 20 mph speed limit areas. I have one request:

Can you please paint the limit on the road rather than have it designated by multiple signposts which clutter the urban environment and create an eyesore.

I believe that good drivers will see the limit painted on the road and reduce their speed accordingly, while the bad and unobservant wouldn't observe the limit even if you had reminder signs every 20 metres!

We formally object to the York speed limit (amendment) No. 11/4 Order 2013. Our grounds for objection are the waste of the estimated £600,000 that would be spent on trying to implement this.

We believe the money would be better used on something worthwhile and beneficial to all York residents.

I formally object to the York speed limit (amendment) No. 11/4 Order 2013. My grounds for objection are:

1) Accident rates on the streets proposed to have a 20mph limit are already very low. Available funds should be spent on safety improvements on roads with a high number of 'killed and seriously injured' casualties'.

2) The £60,000 estimated cost of introducing the city wide limit is a waste of money seeing as the accident rates are already very low. Resources should be prioritised to enforce existing speed limits particularly at accident 'black spots'.

3) The lack of consultation on this order is unacceptable. There has been insufficient debate of the issue and publicity about the proposed change. It is unacceptable that residents are considered to have accepted if they have not formally objected. If the council wished to proceed in this manner then they should have notified each resident in

writing of the proposed change. In my opinion, failure to do so leaves the Council's decision open to legal challenge in the future.

I would like to object to the proposed 20 mph

I formally object to the York speed limit (amendment) No 11/4 order 2013.

My grounds for objection are:-

The £600,000 estimated cost of introducing the new citywide limit represents poor value for money.

resources should be prioritised to enforcing existing speed limits particularly at accident "black spots"

Rufforth with Knapton Parish Council object to the proposed 20mph limit on Trenchard Road and Portal Road as it feels that this would be a waste of the City of York Council's resources.

Trenchard Road and Portal Road are two cul-de-sacs that go nowhere and members of the Parish Council have never seen anyone speeding in either road. Residents in both roads object to this as being unnecessary.

I wish to raise my objection to putting a wide-spread 20mph speed limit in York, particularly in West York. I do not believe that police have the person-power available to enforce this, and resources would be better spent on focussing on accident blackspots. What with the roadworks in this area, it will slow journey times considerably.

Why is it assumed that people who break the 30mph speedlimit are going to obey the 20 mph speed limit? Plus what about the cost of putting up signs etc?

Where is the evidence that 20mph will significantly cut the accidents/injuries in specific streets anyway?

I am objecting to the proposed west of York 20mph speed limit, and also to the limit being introduced citywide, for the following reasons

1. The £600,000 estimated cost of introducing the new citywide limit represents poor value for money.
2. The west of York has generally got a **good road safety record** and already **has 20 mph speed limits at appropriate locations** (e.g. outside schools).
3. Average speeds, in most of the roads to be covered by the 20 mph limit, are already below 30 mph and the Council's claim, that the new signs would reduce speeds by 3 mph, would therefore make little practical difference.
4. Accident rates in York (Killed and Seriously Injured casualties – KSI) have reduced dramatically over the last 6 years. Available resources should be focused on continuing the Council's successful accident prevention programme which is partly responsible for this improvement.
5. The impact of 20 mph speed limits on accident rates is not yet fully understood. In some City's, such as Portsmouth, the introduction of a wide area 20 mph speed limit has led to an increase in the number of KSI accidents.
6. The Police have said that they do not have the resources to enforce a wide area 20 mph speed limit. The Police and Crime Commissioner has confirmed that mobile safety camera vans will not be used to enforce such a limit. It follows that drivers will continue to drive at a speed that they consider appropriate for the conditions on a particular day.
7. Police speed limit enforcement resources should continue to be focused at accident black spots.

Dear 20MPH scheme York,

We would like to write to provide our general support for this scheme with one or two comments please.

We believe that the limit will increase safety, safeguard children, reduce noise and improve the feel of the area for residents.

We would however like to suggest that the area should be a zone which once entered, unless otherwise signed, is a 20zone that drivers are expected to drive 20 at. We wondered if it were possible to have signs only at entry points to the zone to reduce the need for many repeater signs and thereby signage 'clutter' so to speak.

We would also be in support of a personal responsibility approach whereby speed pumps which are harsh are removed allowing a smooth journey at 20mph. For example, the new bumps on Askham lane cannot be smoothly driven over at 20mph in a normal-small car. we believe this encourages drivers to speed in between increasing their speed and associated engine noise.

Many thanks for listening to our comments.

I would like to register a formal objection to the proposed 20 mph speed limit proposed for the streets of York

I wish to object to the 20mph scheme proposed for the West of York on the grounds that: -

1. It will add to pollution. Slowing the warm up of engines and abatement equipment will not operate to its full potential for longer.
2. It will add to pollution. AA tests show vehicles use 10% more fuel at steady 20mph than 30mph.
3. It will add to pollution. By creating more congestion.
4. It could have a detrimental effect on safety by falsely creating a feeling of a safer environment.
5. It could have a detrimental effect by increasing the severity of injuries sustained in accidents as pointed out by MJ Natt, Collision Investigations.
6. It will have a detrimental effect on the environment through the introduction of 20mph signage.

7. The £600,000 estimated cost of introducing the new citywide limit represents poor value for money. Resources should be prioritised to enforcing existing speed limits particularly at accident "black spots".

We formally object to the York speed limit (amendment) no 11/4 order 2013.

My grounds for objection are:

The £600,000 estimated cost of introducing the new citywide limit represents poor value for money.

The money should be used to enforce the current speed limits particularly at accident black spots.

If the council cannot keep control of speeding vehicles at the current limit how are they going to manage enforcing control at 20mph,

Again, just another stupid example of City of York council wasting tax payers money.

These ideas are the reasons why the city has no money

Whoever thought up of this stupid scheme needs sacking, obviously must be a cyclist.

I formally object to the west York speed limit . My grounds for objection are :

Is poor value for money . The cost of £600,000 can be used for actually fixing the roads

I object to the "York speed limit (amendment) No 11/4 Order 2013.

- 1. The estimated £600,000 cost is a waste of money which could better be used in these cost saving times.**
- 2. Accident rates are very low on the streets it is proposed on.**
- 3. It will be ignored by most drivers, who drive either according to conditions or ignore speed limits anyway.**

I formally object to the York speed limit (amendment) No 11/4 Order 2013. My grounds for objection are:

Average speeds on many of the roads proposed for the new limit are all ready below 20mph and additional signage would make no practical difference, while increasing street clutter and maintenance costs.

The £600,000 estimated cost of introducing the new citywide limit represents poor value for money.

Accident rates, on the streets proposed to have a 20mph limit, are very low.

I am writing to object to the 20mph speed limit for two basic reasons:

*** It is too costly venture when surely the National Railway Museum should be your priority in saving.**

*** Unworkable to police properly due to vast amounts of drivers ignoring the limit.**

In the years that Chaloners Road has had this 20 mph limit I have noticed that very few drivers respect this limit. In fact the only ones that do - are those that are parked!

I have noticed over the years more and more drivers not obeying any town limit and I feel a more personal approach may work. There has been many deaths and casualties on our city streets due to poor driving standards. If people or childrens faces are placed alongside these speed limits perhaps this personal touch might modify driver behaviour for the better?

I wish to lodge my formal objection to 20mph speed limit in York.

Average speeds on many of the proposed roads are already below 20mph and additional signage would make little or no difference, increasing street clutter and maintenance costs and I feel the money would be better spent enforcing current speed limits. I live near Westfield school where there is a speed limit of 20mph and frequently see traffic exceeding the limit in that area. Enforce it or scrap it.

I wish to record my objection to the implementation of the above on the following grounds please:-

1. Accident reports clearly show that the imposition of a 20 mph speed limit on all roads in the West of York are totally unnecessary.
2. The limit does not apply to those roads which have the highest accident rates.
3. The £600k that this exercise is going to cost is disproportionate and should not be entertained when the Council is in financial difficulties.
4. The money would be better used on maintaining roads and pavements and would be a better justification to avoid trips and falls and subsequent claims on the Council and indeed treatment on the NHS.
5. The cul de sac in which I live has seen no accidents in over 40 years and indeed it is difficult to reach even 10 mph due to the layout of the street and the number of parked cars.
6. The local Foxwood Residents Association have never received a request for the lowering of speed limits in the last ten years.
7. There will be extra street clutter at a time when Reinvigorate York is supposed to be removing such clutter. Perhaps this only relates to the areas on which tourists gaze and frequent.

8. The campaign is politically motivated and unenforceable.

Formal objection to 20 mph speed limit

I formally object to the York speed limit (amendment) No 1114 Order 2013. My grounds for objection are:

- **Average speeds on many of the roads proposed for the new limit are all ready below 20 mph and additiona signage would make no practical difference, while increasing street "clutter" and maintenance costs.**
- **The £600,000 estimated cost of introducing the new citywide limit represents poor value for money. Resources should be prioritised to enforcing existing speed limits particularly at accsdent "black spots".**
- **Accident rates, on the streets proposed to have a 20 mph limit, are very low. Available funds should be spent on safety improvements on roads with high numbers of "Killed and Seriously Injured" casualties**

Objection to the York Speed Limit (amendment) (no 11/4) Order 2013

As a resident of one of the affected roads I wish to formally object to the proposals for 20mph speed limits on roads in the West of the City on the following grounds:-

Many of the roads where the limit is proposed are already well below 20mph and I do not see that additional signs would encourage those people who already speed to slow down. There will be a forest of signs that will add to clutter and need maintaining.

Speeds on Moor Lane, Tadcaster Rd and Chaloners Rd are often higher than 30mph but you are not proposing to reduce those limits. Some of the proposed £500,000 should be spent tackling those roads where there is a known problem rather than wasting it on signs for cul-de-sacs, such as Chapmans Court, where it is impossible to get to more than 10mph. I understand that of the recorded accidents in the West of the City over the last 5 years only 13% occurred on roads where the speed

limit is proposed to be reduced. This makes no sense. Surely the roads with the highest accident records need attention first.

I have no objection to targeted 20mph limits where there is an accident record or there are a lot of pedestrians. Reduced speed limits should reflect the road conditions in the same way that some limits are raised to 40mph.

I travel along Scarcroft Rd and Bishopthorpe Rd fairly regularly and have not noticed a significant reduction in the speed of vehicle. Perhaps this is because of the difficulty of enforcing the 20mph limits which I understand that the Police are unwilling or unable to do.

I have lived on Grassholme for 27 years which currently has a 30mph limit and is a bus route. There is more dangers to road users because of indiscriminate on street parking than in speeding traffic. I brought 3 children up here and never felt the need for them to play in the street. Even if the limit is reduced to 20mph my grand children will still play in the garden when they visit.

I feel strongly that, in these times of decreasing budgets, this money should be spent on targeting areas with poor safety records rather than on a plethora of signs that will make little difference to drivers speeds.

I would be grateful if you could let me know when and how the decision on this consultation will be taken.

I wish to object to current plans for 20 mph speed limits.

On the whole I am in favour of evidence based decision making and I see little in the way of this to support this plan in York. Is it the intention of the council to make available the evidence base on which its plan was based. Do you intend to make available the quantitative evidence maintained by the council to justify pressing ahead with this plan? What are the expected reductions in accidents and how were these calculated?

Please can you make publicly available the accident statistics around York and why you believe a non-targeted approach is the most appropriate use of resources? Can you also clarify how you expect your proposed limits to be policed?

We formally object to the York speed limit (amendment) NO 11/4 Order 2012. My grounds for objection are:

Average speeds on many of the roads proposed for the new limit are all ready below 20 mph and additional signage would make no practical difference, while increasing the street "clutter" and maintenance costs.

The £600,000 estimated cost of introducing the new citywide limit represents poor value for money. Resources should be prioritised to enforcing existing speed limits particularly at accident "black spots".

Accident rates, on the streets proposed to have a 20 mph limit, are very low. Available funds should be spent on safety improvements on roads with high numbers of "Killed and Seriously Injured" casualties.

I object to the 20mph speed limit no 11/4 order 2013

After consideration of the proposed introduction of 20 mph speed limits, I am broadly supportive. However, I would like to make one representation related to my local area.

The proposed plan is for a short portion of Hamilton Drive to remain at 30 mph, to create a small 30 mph 'island', surrounded in all directions by 20 mph zones. I am referring to the portion of Hamilton Drive from Lady Hamilton Gardens to Campbell Avenue.

I believe it is unnecessary to create a small 30 mph 'island', and that this short portion of Hamilton Drive should be 20 mph like all the surrounding roads. I consider some of the benefits to be as follows:

Reduced cost: The current proposal requires sixteen new 'entry/exit' traffic signs at junctions along this portion of Hamilton Drive, to create the 30 mph 'island'. My proposal requires no new 'entry/exit' traffic signs. Just the removal of four existing 'entry/exit' signs on Hamilton Drive, and the addition of a few 'repeater' traffic signs on existing lamp columns. This must be a less costly implementation, especially important when the whole

council is looking to make savings whenever possible. Also, long term maintenance costs would be reduced, with twenty fewer traffic signs/posts to maintain.

Improved safety: This is a residential area with parked cars on both sides of the road. Safety would be improved, specifically for:

- Pedestrians walking to the park. Children accessing the play ground at the south end of West Bank Park, adjacent to the proposed 30 mph 'island'.**
- Pedestrians walking to the two nearby primary schools.**
- Cyclists using Hamilton Drive to access the orbital cycle route at Moorgate or Hob Moor.**

The desire for a consistent and easily understandable approach to speed limits: Significant portions of the route along Hamilton Drive West, Hamilton Drive and Hamilton Drive East do already exist in the 20 mph scheme. Instead of the speed limit flip-flopping multiple times along this route, there would be a single coherent 20 mph zone.

Reduced visual clutter from traffic signs in residential areas: Instead of the proposed sixteen additional traffic signs than currently, there would be four fewer traffic signs than currently. The smaller repeater signs can be attached to existing lamp columns.

I would be interested in your thoughts. Particularly the reasons this 30 mph 'island' was excluded from the proposed 20 mph speed limits.

We feel the 20mph limit is unnecessary on the roads around Woodthorpe/Foxwood that are already speed restricted by bends and parked cars. However, if the current proposals go ahead, the one road not covered by the scheme (Acomb Wood Drive/Bellhouse Way to Foxwood Lane) is the most dangerous road in the area. Allowing cars, motor bikes, vans etc to resume their faster speeds near the pub and shops seems to us to be incomprehensible. This road is already regarded by many as a Motorway! Why is it not included in the scheme?

Alness Drive is a bus route as well as a through route, yet this will be restricted.

I would like to voice my complete opposition to the introduction of the 20mph area in Woodthorpe.

It appears to be change for changes sake - these roads are not hazardous and accidents and incidents are few and not serious in nature.

If these changes are judged necessary, can someone explain the exclusion of Acomb Wood Drive? This has a nearly right-angle bend at its junction with Bellhouse Way and if ever a road needed calming it is this one.

In addition, if the proposed signage is as good and effective as that in the 'Existing 20mph Area', then I won't expect too much to change - I drive on Bellhouse Way frequently and Bellwood Drive sometimes and was not aware that either of them had a 20mph limit.

We formally object to the York speed limit (amendment) no 11/4 order 2013. our grounds for objection are -:

1. Average speeds on many of the roads proposed for the new limit are all ready below 20mph and additional signage would increase street clutter and maintenance costs. Most drivers drive to the road conditions.

2. Costs of this introduction could be better spent providing better safety improvements on existing black spots in the city.

I would like to express my concern that the proposals for 20mph areas in the city as this will consume funding that could otherwise be used to reduce accidents on those roads and junctions where there are high recorded incidents of accidents. This is particularly true of the junction of Ridgeway Beckfield Lane and Wetherby Road.

I live next to Westfield School, and there is a 20 mph zone in front of the school for the school crossing patrol and this will be devalued by the scheme which is unhelpful for the pupils and parents of the school.

I have just discovered that there is a petition to stop this ridiculous proposal, as usual it is kept really quiet until the last minute.

I would like it recorded that I FORMALLY OBJECT to the proposal to have a 20mph speed limit (amendment) No 11/4 Order 2013 mainly in the Acomb area. There is no need for it. The speed bumps already in place in Acomb cause constant damage to the shock absorbers on my car, give me pain in a back injury and make driving around Acomb a misery. Resources should be prioritised to enforce existing speed limits, particularly on Tadcaster Road and Beckfield Lane.

I attended a police speed awareness course a year ago and thought it was wonderful and think every motorist should attend one. That is the way to stop people speeding, not adding more speed bumps. The new ones on Askham Lane/Foxwood Lane are lethal and will cause even more damage to cars. Council, wake up and see sense.

I am emailing to formally object to the York speed limit amendment no 11/4 order 2013.

The cost (I believe estimated in excess of half a million pounds) does not give value for money in accident reduction. I believe that the 20mph speed limit is unenforceable and the money would be better spent on enforcing the current 20mph limits (around schools etc), concentrating on 'black spots' and driver education.

I would like to formally object to the proposed 20mph scheme. Details obtained through the Freedom of Information Act show 335 of the 383 accidents in west York over the last five years – 87 per cent – were on roads where speeds will not change. Only 48

happened on streets earmarked for a 20mph limit, and 39 of these were classed as slight.

I think that 20mph should be concentrated on streets with the worst accident rates rather than a blanket approach, it should be noted that 95 accidents happened on roads whose existing 20mph limits were enforced through speed humps during this time.

Any proposed legislation should be rethought thoroughly.

I want to object to the TRO on 20mph limits as not being wide enough. It should include Dalton Terrace as 20mph following NICE guidance on protecting children and best practice being to have slower speeds outside schools - the Mount school has a nursery, primary and secondary on that site. Children cannot judge road speeds over 20mph or assess looming effects reliably. So it is dangerous to leave streets with high child footfall and cycling movements at 30mph

Ditto Nunnery Lane and All Saints.

Nunnery lane also should go 20 because it is an AQMA and 20mph limits reduce braking, fuel use and pollution, so child safety and air quality would both be improved.

Ref: Objection to Proposed 20mph Speed Limit in Dringhouses East

I am writing to object to the proposed introduction of a 20mph speed scheme to East Dringhouses. Whilst I fully appreciate the need to have such zones around schools, on busy roads, or roads where other dynamics can create an increased safety risk for motorists, cyclists or pedestrians I do not believe this to be the case in this residential area.

The key reasons for my objection are:

- In the 9 years I have lived at this address I have only observed residents on the estate driving safely, respecting pedestrians, cyclists, and other motorists.
- The 3 roads leading off Tadcaster Road namely Middlethorpe Road, Middlethorpe Drive, and Hunters Way and the majority of roads leading off these have an area of grass between the kerb and the start of the pavement which I believe greatly enhances the visibility and therefore anticipation for potential risks such as a pedestrian stepping into the road.
- Whilst some streets leading off Tadcaster Road are narrow this is not the case in this residential area making it a very safe environment for both motorists and cyclists.
- Due to the sporadic parking of cars on the streets within the neighbourhood this naturally slows down motorists.

I do hope that you will take these points into consideration and invest the potential savings from the introduction of signage into more worthwhile schemes within the city.

Proposed 20 mph Speed Limit – Area to the west of Central York

Objection to the exclusion of Moor Lane from the 20 mph scheme

I am not objecting to a 30 mph limit on Moor Lane between Tadcaster Road and Chaloners Road, as this stretch of the road has a pedestrian crossing point, wide pavements and dedicated cycle lanes.

My objections concern the exclusion of Moor Lane from the 20 mph scheme from the junction with Chaloners Road westwards and are as follows:

1. Moor Lane is too narrow to safely accommodate bicycles and overtaking cars, never mind buses and lorries, at the current 30 mph limit.
2. For some 150 yards after Chaloners Road, the pavements are narrow and close to the road. In places, they are so narrow that a push-chair going in one direction and a pedestrian in the other cannot pass each other without someone stepping into the road.
3. Vehicles (including bicycles) turning right out of the car park for Chapmans Pond/"Love to Eat" are very vulnerable to traffic approaching at 30 mph round the bend to their right.
4. Unlike A and B roads such as Tadcaster Road and C roads such as Foxwood Lane and Chaloners Road, there are no pedestrian crossings, no speed humps and no cycle lanes on Moor Lane.
5. There is a dangerous bend between Grassholme and the end of Nairn Close. There have been a number of instances of cars leaving the road here. Fast moving traffic on Moor Lane is a danger to bicycles, cars and buses turning right out of Grassholme. Furthermore, cyclists heading up Moor Lane have to position themselves in the middle of the road on this bend in order to cross to the designated cycle route up Nairn Close and Eden Close; they are very vulnerable to vehicles travelling at 30 mph (or over), as there is no island in the middle of the road to protect them..
6. Further west on Moor Lane, there is another point where cyclists emerge onto the road from a safe cycle path. At this point, there are also pedestrians (including the elderly and school children) crossing to and from the bus stop on the other side of the road and pedestrians crossing to join the public right of way a short distance along the former Moor Lane. The 20 mph limit should cover at least the section of Moor Lane from Chaloners Road to this point, thus including all the old original Moor Lane up to the point where it is replaced by a more modern stretch of road. This would represent less than half the total length of Moor Lane from the ring road to Tadcaster Road and would add under half a minute to journeys along Moor Lane.
7. It may be more prudent to extend the 20 mph limit to the junction with Ainess Drive, in the light of York Council's intention to build hundreds of new houses on

the southern side of Moor Lane, thus increasing the number of vehicles, pedestrians and cyclists using Moor Lane.

8. On Moor Lane, there are two signs warning vehicles that they are travelling faster than designated maximum of 30 mph. Anybody who observes the traffic passing through these warning signs knows that most vehicles break the speed limit and do not slow down after the warning sign appears.
9. In conclusion, it makes no sense that the 20 mph limit will be introduced in short roads where speeds are already modest, while it is proposed to retain a 30 mph limit on a road where most vehicles travel dangerously faster than the legal limit and which has no safety measures, such as speed bumps, pedestrian crossings or cycle lanes, to help to protect pedestrians and cyclists. The aim of the 20 mph scheme is to make York's roads safer. If Moor Lane is not included in the scheme, it is very likely to attract more traffic and become even LESS SAFE than it is at present.

RECEIVED

Overall I am against the introduction of a 20 MPH speed limit in the Woodthorpe Ward. I do agree the 20 MPH limit should be enforced in areas such as Hospitals / Schools / Care Homes.

However, I am against the new proposals for the following reasons:-

- 1) There may be an increase in road rage.
- 2) It can only lead to cost increases for small businesses costs which will be surely passed on to customers.
- 3) Car owners may stop using their cars bringing a downturn of fuel and garage services and possible job cuts.
- 4) Has there been any follow up to recent 20 MPH set up down Bishopthorpe Road. I walk this route into town and approximately 70% of vehicles take no notice of the new speed limit.
- 5) Have the new proposals taken account of the historical accident rates compared to current rates. Will the new speed limit significantly improve accident rates.
- 6) Does the City of York Council propose to give the residents the chance to vote for ^{or} against the proposals. It would not be very democratic to steam roller through any changes.

CITY OF YORK COUNCIL

**NOTICE OF PROPOSALS :THE YORK SPEED LIMIT (AMENDMENT) (NO11/4) ORDER 2013-06-11
OBJECTION TO THE PROPOSALS**

I am in receipt of the York 20 mph Speed Limit Information Pack and wish to register my strong objection to the scheme. My grounds for objection are as follows:

- The 20 mph policy was never part of the Labour manifesto at the last council elections. It appears to have been adopted post election at the behest of Anna Semlyen, a former Green Party member, who changed to Labour to get her single issue campaign taken more seriously. I believe that this is undemocratic.
- Something that will affect every driver and cyclist in York should have been subject to a referendum.
- It is hard enough to travel anywhere in York by car without additional zones further impeding progress.
- Once the 20 mph zones are in place it is likely that the next step will be to extend them. Will there then be further calls for a reduction in the speed limit to 15 mph in some zones?
- As a cyclist I can frequently keep pace with cars. Speeds of 25 mph are easily attainable on a bike. Will I be prosecuted for cycling at a pace that exceeds the speed limit in the 20 mph zones, or is this something that is aimed at cars?
- The 30 mph speed limit has as far as I am aware served towns and cities across the UK perfectly well for many decades. Why do we need to change?
- I am not convinced by the fashion for stating that the 20 mph limit will reduce road casualties. In my experience many casualties are caused by impatience and lack of awareness on the part of both motorists, pedestrians and other road users. Only the other

day I had to break very hard to avoid hitting a pedestrian who crossed on a pelican crossing when the lights were green for road traffic. This woman walked up to the crossing and proceeded to cross without even looking right or left when the red man signal was clearly on.

- A lot is made of the need to reduce traffic pollution, noise and congestion. I lived in Singapore for 3 years and they have a very high population density, but manage to create a nice clean environment and have the traffic flowing relatively freely at 30 mph.
- Given that the council is supposed to be having difficulty balancing the books by removing litter bins, closing the Beckfield Lane tip and cannot seem to repair the footpaths nor clean the street drains it seems perverse to spend such a lot of money introducing 20 mph zones that we clearly don't need.

I expect that you will not like the views that I have expressed in this letter as they are not politically correct. However you have asked for objections and these are mine.

Liberal Democrat Group – Objection to York Speed Limit (amendment) (no 11/4)
Order 2013

The Liberal Democrat Group would like to formally object to the 20mph proposals in the west of the City (No 11/4 Order 2013). We fully support the detailed objection submitted by our Dringhouses & Woodthorpe Ward Councillor, Cllr Ann Reid.

The Liberal Democrat Group has always recognised the important role that 20mph limits play in traffic management and road safety. However, we do not support the blanket approach being taken by the current Labour administration. We continue to support a targeted use of 20mph limits at know accident black spots and in areas such as outside schools and shopping areas.

The folly of the current approach is shown in the speed and accident data supplied in the submission from Cllr Reid. This shows that average speeds on many of the roads proposed for the new limit are already below 20mph and accident rates on the roads proposed are either zero or very low. This means that in many areas the £600,000 cost of the project will make little discernable difference on the ground, except to increase 'street clutter' and spend taxpayers' money.

It is particularly short-sighted that the Council is introducing 20mph limits on streets where they are not required and, based on previous consultation, are potentially not popular, but at the same time the Council is refusing to take immediate action in areas where there are pressing issues.

On the 16th June, the Cabinet Member for Transport, Planning & Sustainability resolved to take no immediate action on speeding, traffic and safety issues on Calf Close, Haxby, despite a petition signed by 107 local residents. Similarly, Cllr Reid's submission highlights roads in this area where there are speeding issues, but no action has been taken and no action is being proposed. Surely it would be a better use of resources to prioritise safety measures in areas where there are speeding issues and where there is local demand – rather than rolling-out 20mph zones on roads where there is no local demand and often no significant speeding, safety or traffic issues.

The Liberal Democrat Group continue to believe that the evidence used to support a blanket 20mph approach is very mixed in regards to accident levels, reducing speeds, helping produce a modal shift away from car use, and in reducing emissions. The evidence from the UK's first city-wide 20mph scheme showed that serious accident levels went up slightly, the average reduction in speeds was just 1.3mph, and the scheme "made little difference to the majority of respondents in the amount they travelled by their chosen mode"¹. Meanwhile, the AA estimates that cutting the speed limit from 30mph to 20mph on the wrong roads can increase CO2 emissions by 10%².

We also note the ongoing confusion over enforcement. The evidence is that locally and nationally the police do not have the resources or inclination to enforce all new 20mphs, with the Association of Chief Police Officers telling Parliament in March that "We are not enforcing 20mph speed limits at this moment in time"³. Residents consistently tell us that instead of introducing new speed limits they want the authorities to enforce existing limits, whatever these limits happen to be.

The Liberal Democrat Group believe that the £600,000 earmarked for this project would be better targeted on measures to reduce accident levels at known accident black-spots in this area and across York. Overwhelmingly, this is what residents tell us they want and this is what we believe the Council should implement.

Objection to the York Speed Limit (amendment) (no 11/4) Order 2013

I wish to formally object to the proposals for 20mph speed limits on roads in the West of the City. I object as both a resident of one of the affected roads and as Ward Councillor for Dringhouses and Woodthorpe ward.

My reasons for objecting are:-

- Average speeds on many of the roads proposed for the new limit are already below 20 mph and additional signage would make no practical difference, while increasing street "clutter" and maintenance costs.
- The £500,000 estimated cost of introducing the new citywide limit represents poor value for money. Resources should be prioritised to enforcing existing speed limits particularly at accident "black spots".
- Accident rates, on the streets proposed to have a 20 mph limit, are either zero or very low. Available funds should be spent on safety improvements on roads with high numbers of "Killed and Seriously Injured" casualties

I attach a spreadsheet for source data which has been provided by York Council officers which shows that of the 383 RTA's in west York, the vast majority (339) have been classified as "slight". It also shows that the roads with the highest recorded speeds are the roads where there are no proposals to reduce speeds. On many of the roads that are to have the limits lowered the 85th percentile speeds are already well below 30mph and some are below 20mph. Of those 383 accidents only 48 (13%) occurred on roads where it is now proposed to reduce the speed limit.

Moor Lane has a record of 1 serious and 12 slight accidents, an 85th percentile speed of 38mph and a highest recorded speed of 64mph but there is no proposal to lower the limit or introduce any kind of speed reduction measures.

Moorcroft Rd has a record of 1 slight accident, an 85th percentile speed of 19mph and a highest recorded speed of 25 mph but the proposal is to reduce the speed limit.

The roads in the Ward where I get complaints about speeding vehicles are Moor Lane, Tadcaster Rd, Thanet Rd, Chaloners Rd and Alness Drive. Of those only the limit on Alness Drive is proposed to be lowered but simply putting a sign at the beginning will not reduce speeds on this straight stretch of road. I get complaints that vehicles then take the bend into, and out of, Acomb Wood Drive too fast but on the stretch of Acomb Wood Drive where there have been accidents the limit will stay at 30mph.

The problems on Moor Lane were recognised by the Cabinet Member at his Decision Session on 9th November 2012 where it was added to the list of streets in the Partnership Speed Update Report. This report also includes Chaloners Rd and Tadcaster Rd as roads where there are confirmed speeding problems but these proposals do nothing to address those issues.

Many residents have expressed the view to me that they feel the £500,000+ cost of this scheme is too much to spend on rather dubious outcomes. We have seen the KSI figures steadily reduce by targeting resources on areas with accident records and/or high pedestrian footfall and by implementing appropriate speed limits for each street. New technology such as Vehicle Activated Signs (VAS) has been implemented and partnership working with the Police has seen the introduction of mobile speed cameras which are concentrated at locations with poor accident records. The Police and Crime Commissioner (PCC) has confirmed that they will not be made available to enforce 20 mph speed limits in York.

Residents do not understand how putting a sign at the end of a short cul-de-sac will do anything but produce a forest of signs. I have counted that there will be 17 pairs alone on Tadcaster Rd. Many have commented that they have seen no discernible reduction in speed in the "signed only" 20mph area scheme in South Bank. Residents have absolutely no objection to speed limit reduction where it is appropriate but would like some of the limited resources spent on effective measures that encourage drivers to adhere to the current limits. They don't want the limit on Moor Lane reduced; they would just like drivers to keep to it.

On a personal note, I brought up 3 children on Grassholme which has a 30mph limit and is a bus route. I taught my children "kerb drill" and they walked to school. They did not play out on the road and I feel that, unless a street is designated as a "play street" children and vehicles do not mix, whatever speed they are doing. I feel that it is disingenuous of the Council to claim that lower speed make roads safer for children to play.

I am greatly concerned about this fundamental change to road safety policy. The Council has always had a targeted approach to accident reduction and I am fearful that moving the resources from a process that has shown a measurable reduction in KSI to an ideological

system that concentrates the money on roads with the lowest accident rates might prove to be a retrograde step.

Objection to the York Speed Limit (amendment) (no 11/4) Order 2013

Would you please record my formal objection to the above notice? My reasons are as follows.

Background

There are currently around 65 KSI accidents occurring in York each year. Most happen on trunk roads and in the City centre. Less than 20% occur in west York.

The Council has over the last 7 years achieved significant reductions in the number of "Killed and Seriously Injured" (KSI) on its roads.

It has done so by concentrating road safety funding at accident black spots and by implementing speed limits which reflect the accident potential of each street.

This has been backed up by the use of new technology such as Vehicle Activated Signs (VAS) which warn drivers that they are exceeding the speed limit.

The Police have refined their enforcement approach by adopting the suggestion made by the York Council in 2009 that mobile safety (speed) camera's be used in the City (and county). Part of the agreement for the introduction of the cameras was that their use would be concentrated at locations with poor accident records.

The Police and Crime Commissioner (PCC) has confirmed that they will not be made available to enforce 20 mph speed limits in York.

If the Council wishes to abandon its targeted approach to accident reduction, then it must demonstrate that better value for money can be achieved by a redirection of the use of resources.

20 mph wide area limits

The Council's web site claims *"The introduction of 20mph speed limits in our residential streets will help promote more considerate driving and **increase confidence in the safety of neighbourhood roads**. **Safer streets** will hopefully encourage more of us to make greater use of our streets for walking, cycling, playing or just*

socialising. With less traffic and more people around, the places we live will over time become safer, friendlier, quieter and cleaner places to be".

I do not believe that a case has been made for the allocation of over £500,000 for the introduction of a Citywide 20 mph speed limit on the basis that this would make our roads "safer".

Rather the contrary is the case as the latest published accident and speed statistics for west York demonstrate (see attached spreadsheet for source data which has been provide by York Council officials).

Indeed, the introduction of a lower limit could make some streets less safe than they are now. This has proved to be the case in Portsmouth where the introduction of a wide area 20 mph limit has coincided with an increase in the numbers of KSI accidents recorded.

On the other hand, many streets would be safer (have a lower accident risk), both in terms of accident statistics and residents perceptions, if the existing 30 mph limits were enforced and complementary engineering improvements were made at accident black spots.

Accident Risk

The main argument used by some Councillors, to justify the £500,000 project, is that it will reduce the number of road traffic accidents (RTAs) in the area.

The new figures made available by the Council undermine this claim.

In the last 5 years there have been 383 RTA's in west York (broadly the Acomb, Westfield, Holgate and Dringhouses wards).

Of these the vast majority (339) have been classified as "slight".

There were no accidents at all on the majority of roads which the Council proposes to implement a 20 mph speed limit. No current vehicle speed information is available for these roads either and they are excluded from the spreadsheet

The roads with the worst accident records in west York are Tadcaster Road, Boroughbridge Road and Holgate Road.

Of the accidents recorded, 335 (87%) occurred on roads where there are no plans to lower the speed limit.

This is not surprising as these are the main arterial routes which are heavily trafficked and where there are potential conflicts at road junctions. Of these accidents, 2 were fatal (both on Holgate Road) 33 serious (6 on Tadcaster Road) and 300 slight.

Only 48 (13%) of accidents occurred on roads where it is now proposed to reduce the speed limit.

Of the 48 accidents, there was one fatality (on Cranbrook Avenue), 8 serious accidents and 39 slight.

Significantly, 95 accidents occurred during this period on roads in west York which already have a 20 mph speed limit (enforced by road humps.)

Of these, 9 were classified as "serious"

Vehicle Speeds

Vehicle speeds on roads which may get a 20 mph limit are already low.

The highest was 31 mph recorded on Tudor Road. (This reflects the speed that 85% of drivers travel at, or below, when using the road).

More typically the range, for the planned 20 mph streets, was between 15 mph and 25 mph.

The lowest recorded speed was on Ganton Place (13 mph) although this is typical of vehicle speeds on many short cul de sacs.

It is highly unlikely that the introduction of signed only 20 mph limits will have any effect on the speeds recorded on these streets.

In the case of many small cul de sacs it is impossible to accelerate a vehicle to 20 mph in the road space available. Placing a 20 mph speed sign in the area, and maintaining it, would therefore be a waste of money.

The highest recorded speeds were on Tadcaster Road (79 mph), Wetherby Road E (71), Carr Lane (66) and Front Street (66). However the recording devices cover 24 hours a day, 7 days a week, so the figures would include any emergency vehicles responding to calls.

Speed and accidents

Accidents can occur anywhere, at any time. The fact that a large proportion of serious accidents (KSIs) are concentrated at particular locations has allowed the Council, in the past, to allocate its limited resources to addressing the main causes of these accidents.

Often high vehicle speeds will not be a major factor affecting accident rates in residential areas (or indeed the City Centre).

Vehicles reversing into street furniture are an example of an accident where a speed limit has no influence.

Similarly a cyclist colliding with a pedestrian is an accident which is unlikely to be caused by either party exceeding the speed limit.

The inescapable conclusion, therefore, is that the Council is focusing its safety budget on roads where there is little or no accident risk.

Those roads where high speeds may be an issue may already be receiving less attention.

The Council should abandon its wide area 20 mph speed limit project and focus resources on roads with high accident rates and/or where there is evidence of drivers systematically flouting the existing speed limits.

In summary

I formally object to the York speed limit (amendment) No 11/4 Order 2013. My grounds for objection are:

- Average speeds on many of the roads proposed for the new limit are all ready below 20 mph and additional signage would make no practical difference, while increasing street "clutter" and maintenance costs.
- The £500,000 estimated cost of introducing the new citywide limit represents poor value for money. Resources should be prioritised to enforcing existing speed limits particularly at accident "black spots".
- Accident rates, on the streets proposed to have a 20 mph limit, are either zero or very low. Available funds should be spent on safety improvements on roads with high numbers of "Killed and Seriously Injured" casualties

In formally objecting I accept that there may be a small number of streets with poor accident records where a 20 mph speed limit might be more appropriate. The reduced speed limits agreed, for example for Low Poppleton Lane in 2010, and which have not been implemented by the present Council, may now need to be reviewed.

I object to the proposed 20mph blanket speed limits proposed for Woodthorpe, Dringhouses and the rest of York.

These limits will cause increased congestion and slower journey times for people who have no alternative but to use a car or bus.

Speeding is not a problem in this area (or, in fact, in York generally). For most of the smaller residential roads responsible motorists do not drive above 20mph due to parked cars and obstructions, and the irresponsible minority will ignore the 20mph limits anyway. In the case of larger, wider – and therefore safer – residential streets, there is no need to reduce the limit.

There is no safety case given except for general suggestion that slower=safier. Any safety scheme should be able to demonstrate that it is proportionate and effective, and no evidence has been presented to show this.

Woodthorpe and Dringhouses is not a dangerous area and I am not aware of any major road traffic accidents here.

This scheme is a waste of money at a time when council budgets are being tightly squeezed. There are much more important demands on my taxes than an ill thought-out and pointless scheme like this.

Thank you for your circular advising about the proposed 20 MPH speed limits for the area of York in which I live.

I wish to register my objection to this proposal on several grounds.

1). The estimated cost of rolling this programme out across York is £600,000 at a time when households are struggling to survive. Churches in Acomb, including the one I attend are now collecting food on a weekly basis to donate to the Acomb food bank. The York Council Tax has risen yet again despite valiant efforts from central government to encourage austerity to help reduce the overall burden of debt gripping our nation. The cost of this programme could be put to much better use if only we had a council that cared about people more than its own selfish ideology.

2). York City Police have registered their disapproval of this programme and have openly admitted it is unenforceable. At a meeting of residents last October in Woodthorpe Primary School Councillor Semlyn actually admitted that the speed limit was unenforceable. She went on to say "The hope is that some drivers will stick to 20 MPH and create tailbacks as other drivers will be unable to get past." How long will it take for some stupid driver to do something silly to get past and cause a serious accident?

I suspect the main beneficiary of the 20MPH scheme will be to enable the police to increase their crime detention figures and enable any officers behind in their arrest targets to make up the shortfall by catching a few honest hard working law abiding citizens, struggling to pay their mortgages and feed their families, who might inadvertently drive at 24 or maybe 26 MPH in perfectly safe conditions. A nice little earner for the treasury (£60 fines) and another family going short for no sensible reason whatsoever. Just Labour Party ideology and a complete lack of caring about the impact such ideology has on peoples lives.

3) Evidence from across Europe suggests that where similar schemes (20 MPH blanket areas) have been introduced the accident rate has increased. In our own country Department of Transport figures show that in 2011 there were 2,262 injuries on roads with a 20MPH limit – up 24% on 2010 before the 20MPH limits were introduced.

4) In Woodthorpe the main through road changes its name four times starting as Moorcroft Road, becoming Acorn way, Ryecroft and then Grassholme. One long road around the estate and this is a bus route. Do you really expect the buses to do 20 MPH? First York will have to re-write the timetables. If we are to be saddled with this silly idea then surely the Moorcroft Road/Acorn Way/Ryecroft/Grassholme through road should be exempt.

One last thing. Please could I ask you some questions.

Is this a genuine consultation or is the final decision a fait accompli?

Does the council really care what people think?

Have they noticed the signatures on the e petitions?

Will we be given details of how many people responded and how many were in favour/against?

Will the council take any notice?

When is the next local election in York???

Re: the York speed limit (amendment) (no 11/4) order 2013

Dear Mr Wood,

I would like to protest in the strongest terms about the plan to introduce blanket 20mph limits. My objections are aimed at the consultation for the plan in the Woodthorpe area, but also apply more widely to the entire scheme. I am primarily a cyclist (in the sense that I cycle to my office most days – a 10 mile round trip – and cycle for leisure) but in common with most cyclists, I also drive (lift sharing when working at remote work sites, driving to work when the weather is too poor to cycle, etc).

It is not clear what the plan is intended to achieve. The reasons given are confused, confusing and vague.

A good proportion of the proposed 20mph area is made up of narrow residential roads with parked cars where it is nearly impossible to achieve 20mph as things stand. It also includes a number of residential roads (Grassholme/Moorcroft Road/Ashbourne Way etc) that are extremely wide and therefore safe (in fact some of the widest I have ever seen in a residential area), where 30 is an entirely appropriate speed.

It is sometimes stated that the scheme is about safety, yet no actual evidence is ever put forward, presumably because there is no evidence other than a 'gut reaction' that lower speed is safer. In the absence of proper evidence and studies, it is quite possible that the changes will have unintended consequences that make the roads less safe such as loss of attention from drivers and pedestrians taking more risks. Particularly confused is the idea that this will encourage children to play in the road. Under no circumstances should parents be encouraging their children to play in the road, 20mph or not.

One of the sometimes stated aims is to tackle people who already break 30mph limits in residential areas. I can assure you that this is not a general problem in the Woodthorpe area. I am aware that my assertion is anecdotal, but I have driven and cycled in this area for several years and have never noticed a speeding problem.

It is also suggested that some people, such as the elderly and disabled, are discouraged from walking and cycling by the presence of 30mph limits and that a reduction of 10mph will lead to modal shift. The evidence for these statements is conspicuous by its absence. In fact, the elderly and disabled are far more dependent on cars and public transport than anyone else and they will face slower journeys as a result of this.

As cyclist, I am not at all convinced that my experience of the roads will be improved. It is a particularly unpleasant experience to be overtaken slowly by a motor vehicle; far better to have a car/van/bus/lorry overtake swiftly. I can envisage situations where the slow progress of a vehicle overtaking at 20mph rather than 30mph will lead to dangerous situations where the vehicle will be forced to move in sharply or pass too close to avoid oncoming traffic or where the cyclist will be forced to slow down to allow an overtaking vehicle to pull in. This will be particularly acute when the overtaking vehicle is a bus or HGV.

In a situation where York's roads are already congested, there is a danger that 20mph limits will increase that congestion. It will certainly increase the impression of 'clogged up' roads, particularly outside of peak hours, which will discourage potential cyclists especially. It will also slow down journey times and increase frustration for drivers. While some may see this as a desirable aim, I do not believe it is right to needlessly diminish the quality of life for other people just because you do not approve of their mode of transport. As the 20mph zone includes bus routes, it will also have a negative effect on public transport users who already have to put up with extremely slow journey times.

It is in any case unlikely 20mph limits will be adhered to. I believe that the figures show that only minimal reductions in speed have occurred elsewhere and I have seen no evidence that the newly-created South Bank area is having any effect. As always, motorists slow down in the high risk areas such as outside Bishopthorpe Road shops and blithely (and quite understandably in my opinion) ignore the new limits where it is safe to do so. One knock-on effect is that a huge number of people who would not normally break the law are now doing so and I worry that the 20mph limits may dilute the respect that most motorists formerly showed to the rules of the road. This is particularly acute for existing 20mph limits outside schools and other danger areas. These served to highlight specific dangers, but the effect will now be diluted by the blanket imposition of the new limits. A wide suburban street is far less dangerous than a school, yet both will now be 20mph.

It is especially galling that money is being spent on such an ill-thought out and seemingly pointless scheme when York roads are in such a poor state of repair. As a cyclist, one of the worst hazards I encounter on a daily basis are potholes. While these are a concern for motorists as well, the worst a motorist might expect is a repair bill. As a cyclist potholes are a very real danger. Not only can they cause dangerous wobbles or actually unseat you from your bike but navigating around potholes or dealing with riding over potholes robs precious concentration that should be spent on the surrounding traffic. Many times I have had to delay or avoid giving a shoulder check because of an area of broken road ahead that demands my attention. This is not a trivial issue - potholes are potential killers for cyclists! [Incidentally I would be happy to do an audit of my commute to work and highlight the worst areas. Many of them are on the COYC recommended cycle routes.]

I am aware that the budget for the 20mph zones is supposed to be relatively low, but once you add together the cost of the signage, the road painting, the consultations, the planning and the time of councillors and officials involved, the cost still adds up. Real repairs and improvements to the cycle routes and roads could be achieved with that money. Instead it is being wasted on what appears to be solely an ideologically driven scheme.

In summary:

- The scheme seems designed to tackle problems that either don't exist or are vague and unsubstantiated
- There may be unintended consequences that may lead to more road accidents, such as inattentiveness from pedestrians/cyclists/motorists
- It is highly unlikely motorists will obey the new limits in places where it appears safe to do 30mph and this dilutes the respect that most motorists currently show for the rules of the road, especially diminishing the effect of existing hazard-related 20mph limits
- 20mph limits will be unpleasant for cyclists and may create dangerous situations that did not exist with 30mph limits when motor vehicles overtake
- The new limits will exacerbate existing congestion and will have a negative effect on the quality of life of people who drive for no good reason
- The expense involved would be better off spent on genuine highway improvement, such as tackling potholes at the edge of roads where cyclists are particularly at risk

Ref: 20mph speed limit – Dringhouses – Public Safety

I would like to comment on the proposed imposition of a 20mph speed limit on the Dringthorpe /Middlethorpe estate in Dringhouses, York, as part of a road safety campaign.

I have been associated with the above property for over 50 years. Never over that period of time have I been aware of a concern with speeding vehicles on the estate. The estate is enclosed and there is no through traffic, so all vehicles either start or finish their journey on the estate. There are no schools in the proximity with the associated presence of small children. Over the years the increasing presence of vehicle on street parking, requires a careful and considerate approach from all drivers who wish to negotiate the increasingly congested streets.

At a time of financial austerity I find this proposed unnecessary 20mph speed limit to be a senseless waste of public expenditure. The council tax in York continues to rise despite appeals from the national coalition government for restraint. Even if the ridiculous traffic calming surface humps deployed on other estates in York are avoided at Dringthorpe, I regard the 20mph signage as unwelcomed street clutter and an unnecessary expense.

Before the imposition of traffic regulations, regard should be given as to how they will be enforced in order to avoid unenforceable regulations falling into disrepute. Deployment of cameras will be even more cost. Deployment of traffic police will be another impost upon a scarce resource, who surely have more pressing tasks.

If safety of the community is a concern then thought should be given to the number of dogs that are transported on to the estate to exercise their bowels on the Knavesmire. The bagging of dog waste unfortunately does not always result in owners depositing the offending material in the bins provided. Plastic bags containing dog waste are a regular sight to anyone walking the perimeter path of the Knavesmire. I congratulate the workers of the York Racecourse committee who performed an absolutely heroic task removing dog mess in order to prepare the Knavesmire for the recent race meetings.

Dog licences were issued 50 years ago at 7shillings and 6pence to fund control of dogs. Surely in times of austerity dog owners often with multiple animals should be expected to pay for the services they consume. A dog collar with annual coloured disc costing £25 would go some way to funding the council services provided for dog owners. (A similar one for feral cats costing £15 would also reduce the fouling of neighbours gardens and protect endangered wildlife). All vehicles not displaying a current tax disc in a public space are currently impounded. The same should happen to unlicensed dogs.

I submit these thoughts to be included in your requested consultation.

RE: PROPOSED 20MPH SPEED LIMIT - WEST OF CENTRAL YORK.

I refer to the above document recently pushed through my letter box.

I have never had any wish to get involved in Local Authority Politics but your proposals have annoyed me so much that I feel I must make you aware of my views which I believe will be shared by many other residents in the area.

How are you going to enforce 20mph limits when you cannot even enforce the current 30mph limit. I have lived at the above address for over 26 years and since the opening of the York College, the Askham Bar Park and Ride and Tesco, Moor Lane has become a race track. Periodic speed checks by the police do nothing to deter motorists (many of them being young college students) from travelling at up to 60mph and more along this road and the problem continues to a lesser extent down Alness Drive.

If you want to improve the environment in this area then I suggest you start by installing speed bumps/other traffic calming measures along the length of Moor Lane (up to the 40mph limit) and along part of Alness Drive. This action would have no adverse affect on traffic movement/journey times but would vastly reduce CO2 and noise pollution.

Your website states and I quote “Good motorists already drive considerably past schools and in residential areas” unquote and this is my point. You are using a sledgehammer to crack a nut. The majority of the internal estate’s roads do not have a speeding issue and those that have will not be solved by a 20mph limit because those drivers who are not “good motorists” and who already ignore the 30mph limit will certainly take little notice of a 20mph limit.

In summary, I agree that a 20mph limit **and traffic calming measures** are appropriate in certain areas but I believe blanket limits will just bring the whole initiative into disrepute and will be ignored by a sizeable minority of people who have little regard for any limits and people’s welfare anyway.

In closing, I would appreciate some response from you with regard to the Moor Lane/Alness Drive issue. This problem is only going to get worse and if you are serious about “improving the quality of life for the local community” (your words, not mine!) then you need to be taking action on this problem before you start wasting **my** money on **your** 20mph proposals.

Dear Sir,

Having read the proposal to introduce a 20mph area around Foxwood and Woodthorpe I felt I had to object to this being introduced.

Firstly we are supposed to be in a recession and saving money, how much has this ridiculous idea cost already? I’ve already seen what a waste of money it has been on Grange Street area just off Fishergate. Nobody could physically get above 20mph before the scheme was introduced because of narrow streets and parked cars etc, what happened to common sense?

Secondly, after it has been introduced into the Foxwood/Woodthorpe area there is nobody to enforce it. I travel all over the city everyday including the South Bank area and have never seen anyone enforcing Bishopthorpe Road.

This idea is supposed to make York safer? The only people who will travel at 20mph are those that already stick to the 30mph, those that speed with 30mph limits are going to ignore 20mph limits as well.

I would like to ask the following questions and also make some comments about the proposed 20mph speed limits in our area, West of Central York, -

How can you know that the majority of people want this proposal when we haven’t had a chance to vote about it? (Wouldn’t that have been the democratic thing to do?)

How many serious injuries/deaths have occurred in this area over the last 10 years? (Have the roads in our area been proved to be particularly dangerous?)

How will it be enforced? (This proposal appears to be useless unless the police are able to catch speeding motorists and at the moment they do not have sufficient resources to enforce the 30mph speed limits.)

How can it not mean a lot more road signs at a time when we are trying to cut down on street clutter? (This already seems to have happened in the South Bank area as you go from 30mph to 20mph and back to 30mph in a very short stretch of road)

How much will it all cost to implement? (Bearing in mind the cutbacks that have to be made at the moment and much more serious issues on which this money could be spent)

From my own experience there have been several occasions when I've observed the speed limit going over speed humps and yet been overtaken which is obviously very dangerous and more likely to cause an accident. This 20mph proposal will make no difference to the minority who are irresponsible drivers. What I think is needed to make our roads safer is to crack down hard on the minority of dangerous drivers with large fines and disqualification to give out a clear message and deterrent.

Most residential streets have so many parked cars and other obstructions that it is rare to be able to travel over 20mph anyway.

I look forward to hearing your response.

Dear Sir,

Most people like yourself travel to work once and travel home once, for the majority of car or small van drivers like me the proposed 20mph speed limits will be an annoyance and add time to our frequent cross York journeys.

Your whole attitude to York as a cycle city is misguided as you are forgetting the tradesman the workingman.

As plumbers in York for four generations and as a self employed GasSafe registered service and heating engineer I unlike the majority of people make my living travelling throughout York, north to south and east to west or a mixture of both servicing, repairing and installing new High Efficiency gas boilers we are the heart blood of York that keep everything running, not sat at a desk all day. We need the main roads of York to be free and remain at 30mph. Your proposals make my journey times longer for my criss-cross routes of my daily routine. If my journey times are longer between jobs I will have to put my prices up to my residents of York.

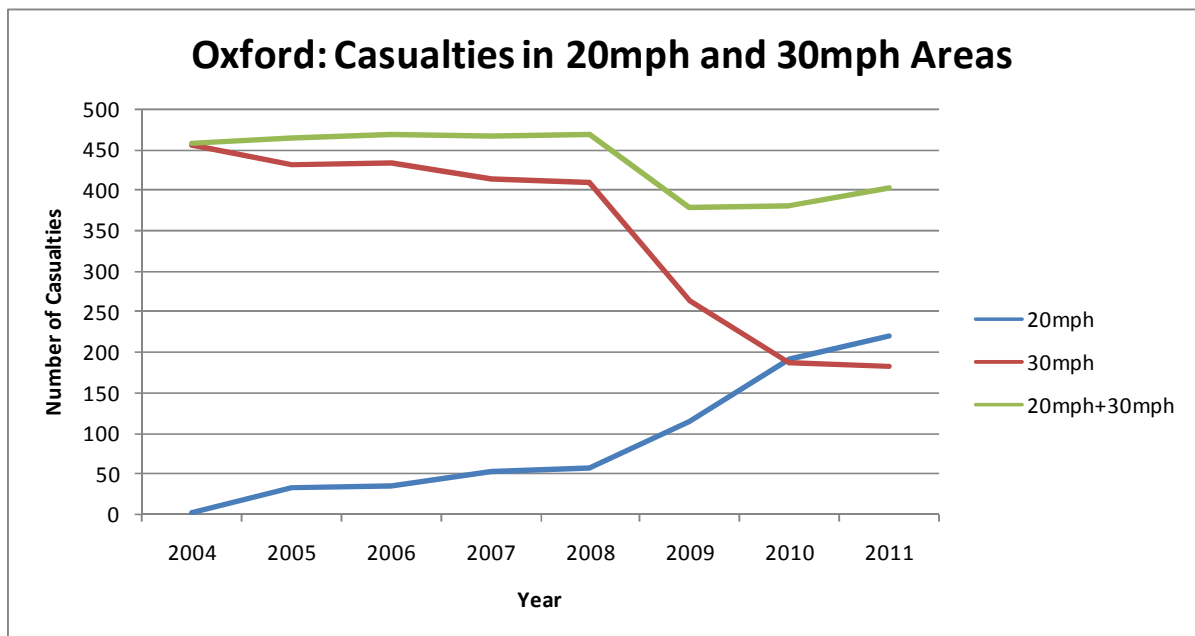
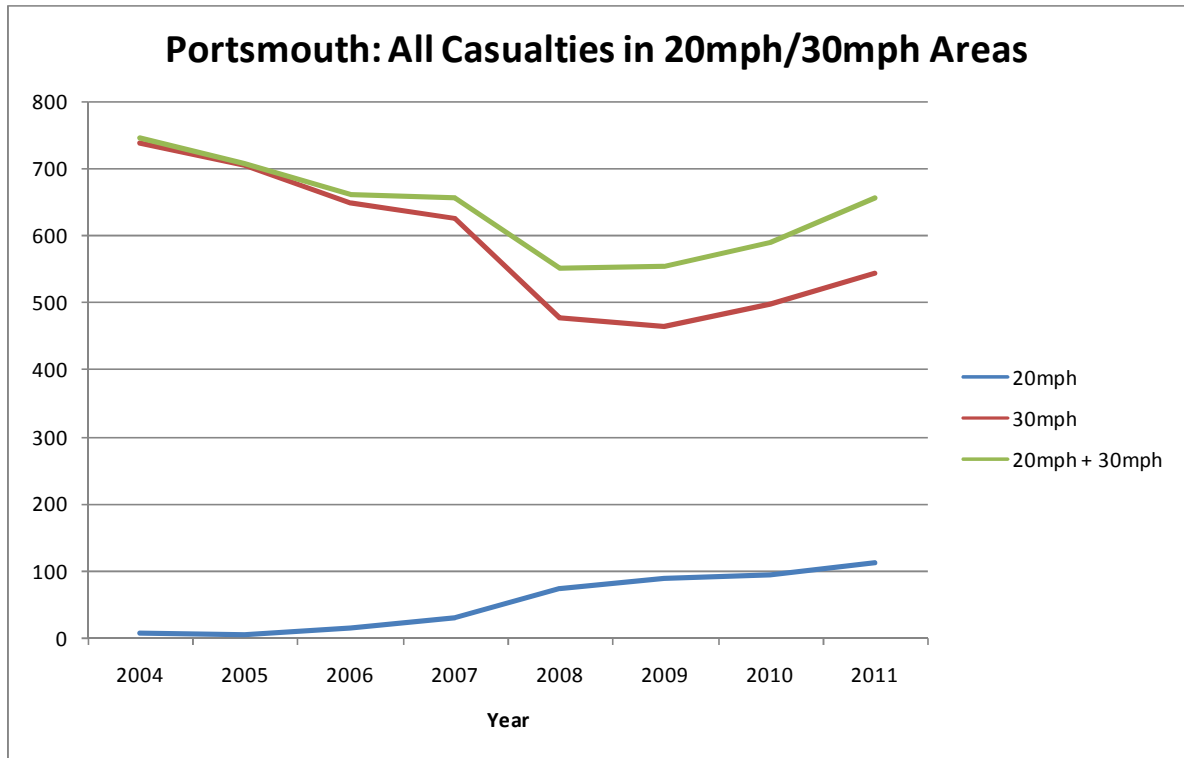
If these proposals are successful and inevitably, as York seems to be run by the un-elected "Cycle Lobby" then you must accept that you have forgotten the workingman the blood of our great city.

Sir I truly do understand that this lobby has a loud voice within York City Council and its elected councillors but the "Cycle Lobby" wishes are not representative of the majority of weekend cyclists like my wife and I who vote for our elected councillors, the safety issues are overestimated.

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Casualty Data from Oxford and Portsmouth.

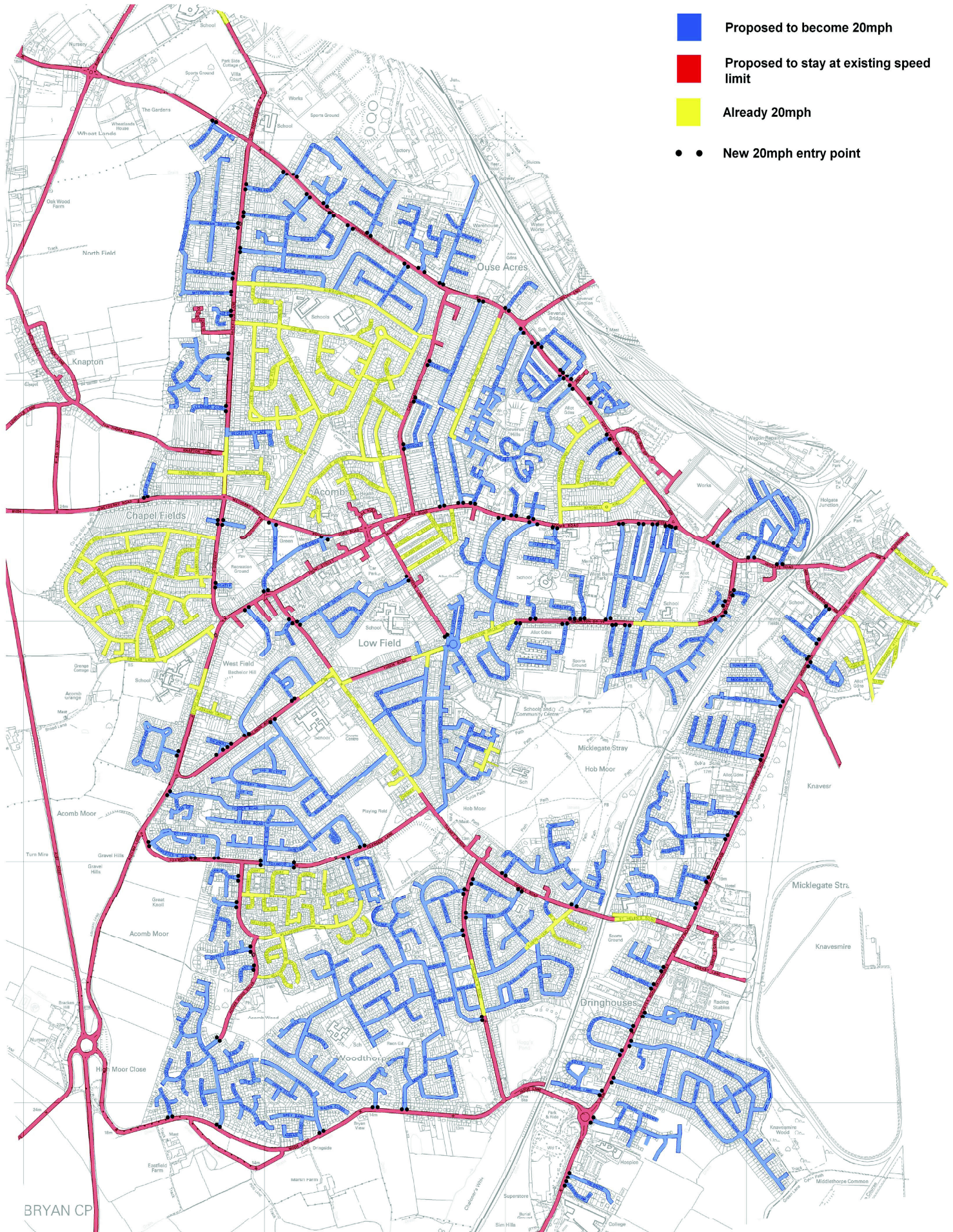
Annex 2



Date sourced from: MAST online. www.roadsafetyanalysis.org

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West of York 20mph Proposals



- Proposed to become 20mph
- Proposed to stay at existing speed limit
- Already 20mph
- New 20mph entry point

email: 20mph@york.gov.uk
 twitter: [@york20mph](https://twitter.com/york20mph)
 facebook: [york20mph](https://www.facebook.com/york20mph)

www.york20mph.org



www.york.gov.uk/20mph



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DECISION SESSION – CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY.

Friday 19th July 2013

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

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	Mayfield Grove.	Ellis Field (Local Resident).	<p>Sir. I am resident at 4. Aintree Court, York. Our house overlooks York Railway/Mayfield Pond. We are separated from the pond by a fence beyond which is an area about 20 - 30 yards deep which is dense with trees of various types. As you are aware the area under consideration is a designated public open space. It is not and has not been designated a Nature Reserve. I am a friend of members of the Mayfield Community Trust. Like the members of that Trust I am aware that the decision about management of the pond area and the area north of Nelsons Lane is up to you. We would be happy to share the management with other interested parties BUT one person - representing YNET - refers to the area I have described above as a Nature Reserve. The significance of this is that that person feels that all non-indigenous species of tree should be removed. I would regard such action as brutal and aggressive. Having read your agenda and your preference for Option 1 I feel that you might be inclined to award management rights of the area around the pond to YNET as there has recently been some activity by YNET concerning the fishing pegs and using the Community Payback people to help in this work. I suspect that you might award management rights for the area north of Nelsons Lane to MCT. Thus both parties would be involved and an apparently satisfactory situation would prevail.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>I am writing to ask that if you decide to proceed in this way you should make it clear that the area around the pond would remain a public open space and NOT a Nature Reserve and that the non-indigenous (fir)trees should not be destroyed. This is my personal opinion but is shared by both our neighbours at numbers 2 and 6. We have all written previously on this matter.</p> <p>Ellis Field</p>
4	Mayfield Grove	Cllr Watson	<p>May I pass my comments on item 4</p> <p>The management of a pond area is far different from the management of a play area, needing an entirely different range of skills, YNET have illustrated that they have these skills, one cannot merge a small area like this, a natural nature reserve and a fishing pond, with anything else, such as a recreation, possibly with picnic areas, as previously intimated, just do not run together. I would ask you to support in this case option 4</p> <p>This would give control of the area, including the pond, that is a natural nature reserve giving some income for YNET to carry on their work in this area, if they still hold the 106 agreement money they can now use this to enable them to carry out the work needed to achieve their long term aims.</p> <p>If the organisation who carry on the area at the other side need money to carry on the work needed they could put in a costed bid for monies to help them pursue their aims.</p> <p>Cllr Brian.W.J.E.Watson Guildhall Ward Councillor Occasional user of the pond;</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
5	20mph Speed Limit	Mrs S Galloway	<p>I wish to record my objection to the implementation of the above on the following grounds please:-</p> <ol style="list-style-type: none"> 1. Accident reports clearly show that the impositions of a 20 mph speed limit on all roads in the West of York are totally unnecessary. 2. The limit does not apply to those roads which have the highest accident rates. 3. The £600k that this exercise is going to cost is disproportionate and should not be entertained when the Council is in financial difficulties. 4. The money would be better used on maintaining roads and pavements and would be a better justification to avoid trips and falls and subsequent claims on the Council and indeed treatment on the NHS. 5. The cul de sac in which I live has seen no accidents in over 40 years and indeed it is difficult to reach even 10 mph due to the layout of the street and the number of parked cars. 6. The local Foxwood Residents Association have never received a request for the lowering of speed limits in the last ten years. 7. There will be extra street clutter at a time when Reinvigorate York is supposed to be removing such clutter. Perhaps this only relates to the areas on which tourists gaze and frequent. 8. The campaign is politically motivated and unenforceable. <p>Mrs S Galloway</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
5	20 MPH Speed Limits	Mr S Galloway	<p>I wish to make the following formal representation on Agenda Item 5. I also attached a copy of the representation that I made when the draft Traffic Order was advertised. I would wish to reiterate the points made in that letter and, in addition, to refer to two aspects of the officer report which are causing deep concern in west York.</p> <p>Specifically, additional evidence has emerged that, in several of those Cities which have introduced wide area 20 mph speed limits, there has been an increase in the total number of accidents recorded (on roads with either a 20 or 30 mph speed limit).</p> <p>This is the case in both Portsmouth and Oxford. While such statistics may appear to be perverse, they cannot be ignored by a responsible authority. There must be a greater understanding of why this has situation has arisen.</p> <p>Given that £600,000 can only be invested once, it does seem to me that it would be right to pause at this point in the process. If the Council allowed 18 months and then reviewed the pre and post 20 mph accident statistics for the South Bank area, that would provide more robust basis on which to make future decisions.</p> <p>In the meantime, the Council would be praised if it concentrated its resources on those roads which have a high accident potential.</p> <p>Many will also be concerned about the opinion survey responses from Bristol which suggest that most do not believe that the 20 mph speed limit there has reduced speeding problems. In some ways this mirrors local opinion which is firmly of the view that the streets, targeted for revised limits, by and large have neither a</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>speeding or accident problem. I hope that you will adopt a diplomatic approach and pull back from the brink on this issue. The scale of public mistrust of wide area 20 mph schemes is such that any hope of developing “soft” measures which engage the local community in supporting an anti speeding culture are doomed to meet a cynical and hostile response. Some are even talking about taking direct action in opposition to your plans. Please take more time to convince people of your case. Yours sincerely, Steve Galloway <i>(additional documents referred to are attached to the online agenda following this comments annex)</i></p>
5	20mph Speed Limits	Janice & Brian Mountford	<p>Dear City Of York Councillors, Please think again about your decision to commit hundreds of thousands of pounds of tax payers money to put up 20 mph signs in West York. The scheme is unenforceable and therefore a complete waste of money. Better to target known speeding hot spots. Reports from other parts of the Country suggest that rather than reducing accidents, a 20 mph limit, increases them! Noise levels and pollution will increase as most vehicles cannot get out of 3rd gear at 20 mph, resulting in higher engine revs than at 30mph. Have you not got a report on this from the motoring organisations? Think again; wait until the South Bank experiment has been reported on. Yours Faithfully, Janice and Brian Mountford, Moor Lane (otherwise known as York College Race Track)</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
5	20mph Speed Limits	Mrs L Wood, Local Resident.	<p>I am a Woodthorpe resident and I object for several reasons:</p> <ol style="list-style-type: none"> 1. In the current economic climate, where the Council are cutting vital services to the community, I think it is a complete waste of money and resources. I am sure that the money is better spent on Libraries, for example, rather than on more unnecessary road clutter and signage. 2. The proposal will not help to reduce accidents as the main roads where speeding is a problem have not been included in these plans. The only roads where you can get any speed up will remain at 30mph, such as Moor Lane and Acomb Wood Drive, while the smaller roads where the vast majority of people exercise self restraint and drive at a speed nearer 20mph anyway, are the ones being targeted. 3. I wonder how reliable the evidence is for road accidents that has been used to support this proposal. The '20s Plenty' website has a map of road casualties, but I notice that this includes 3 in the middle of Askham Bog where no cars are driven and the biggest accident black spot seems to be the Lakeside Holiday Centre on Moor Lane where there is a huge cluster of accidents but seeing as the general public has no access to this site, it seems rather harsh to impose speeding restrictions on the rest of the Ward based on a few careless holiday-makers. 3. Lastly I object to the Council's view that if you do not object in writing, then you are showing your support through your silence. This is not the case. Many people

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>in the Woodthorpe Ward do not have access to computers or are elderly or disabled. We do not all read the York Press and have not all received leaflets about this through our door. How can it be classed as a proper consultation? People's apathy should not be taken as a sign of support, but it may be indicative of the view of 'what's the point as the Council won't listen anyway'.</p> <p>I am therefore voicing my objections as I do not wish to be branded as a silent 'supporter' of these proposals.</p> <p>Yours faithfully,</p> <p>Mrs L Wood.</p>

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Statement for Cllr. Merrett's Decision-making Session, 19th July 2013

For the attention of Councillor D. Merrett, Cabinet Member for Transport, Planning & Sustainability.

From Louise Cresser, 30 Goodwood Grove, YO24 1ER

Dear Councillor Merrett,

As a member of Chase Residents Association, I support the bid made by Mayfield Community Trust, and I wish to question the criticism that it lacks a track record.

Apart from the foundation members of Mayfield Community Trust who have experience and track records in their own fields, those who have accepted the opportunity to sit as trustees include Professor Malcolm Cresser, experienced Environmental Scientist at York University. His career has included field and practical work on water, soil and effects of pollution on the growth of plants, grasses and trees. The Trust has also been joined by Gordon Campbell-Thomas who is a former Member of YNET and Chairperson and later Project Coordinator/Park Ranger of The Friends of St. Nicholas Fields and has an undeniable track record at comparable sites to Mayfields.

I would also like to remind you that Mayfield Community Trust is and always has been open to all who are interested in this site and members of YNET have already been invited to join us.

I therefore ask you to favour Option 2 as the way forward with the support of an enthusiastic group of residents and associates, experienced in many fields including the environment and the management of local land.

Thank you,

Louise Cresser, Secretary, Chase Residents Association

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Written Representation for Decision Session - Cabinet Member
For Transport, Planning & Sustainability – Fri 19th July 2013

Attention Councillor D Merrett, Cabinet Member

Author: Gordon Campbell-Thomas

Dear Councillor Merrett

As you might be aware I have had input into environmental and community matters in York from the late 1980's until the present date.

Therefore I speak from experience; In 1988 I joined YNET to campaign for the transition of the area designated now as St Nicholas Fields from a disused rubbish tip to its current status as York's 3rd Local Area Nature Reserve. Indeed it was I along with Bob Edwards who in 1992 founded the group that became known as The Friends of St Nicholas Fields. As a member of YNET and as Chairperson of The Friends of St Nicholas Fields together with former Cllr Bob Edwards I oversaw the negotiations that led in 1994 to the creation of 18 acres of brownfield site formerly known as part of Tang Hall Tip being designated St Nicholas' Urban Nature Park.

In 1994 I was appointed as Project Coordinator / Park Ranger for what we know as "St Nicks". The purpose of St Nicks was to create "a green space amenity for the benefit of local residents and the wider York community". Indeed the very same purpose as proposed for the land at Mayfield Grove.

St Nicks belonged to the council, the same as Mayfield Grove open space now belongs to the Council. The overriding theme at St Nicks could be described in two words; Community and Environment.

Those two themes were markers upon which the success of St Nicks has been built.

It should be pointed out here that The Friends of St Nicks were a "new" group, formed in 1992 with no former experience of land management; this is an important point to bear in mind in consideration of the issue before you today. Council Officers mention this issue as a possible negative score against Mayfield Community Trust / Chase Residents Association. However the experience of the Council with the Friends of St Nicks group belays the above negativity.

Further it should be noted that the Constitution of The Friends of St Nicholas Fields was based on "the original" constitution of YNET. Yet as of 2012 the YNET constitution has been modified thereby reducing down democratic accountability so decisions which could potentially affect hundreds, if not thousands, of York citizens is left in the hands of as few as two exec members and three others. This raises the question of a democratic deficit, surely not something City of York Council could sign up to.

In 1996/7 I was elected Chairperson of YNET, in that position I oversaw negotiations on behalf of YNET with Council Officers with regard to drafting the S106 that now drives the Mayfield Grove land issue. So I am aware of the direction the Council was attempting to create.

However what has changed is that the current membership of YNET does not in my opinion reflect the involvement and wishes of the local or even the wider community.

It is my humble suggestion that City of York Council retain the ownership and management of the Mayfield Grove Open Space, and working through a relationship with an appropriate COMMUNITY ORIENTED organisation manage that land with “an emphasis on nature conservation and providing a green space amenity for the benefit of local residents and the wider York community, as agreed at the March 2012 decision session”.

It is also suggested that the Council adopt the St Nicks model as a proven way forward.

One last comment, it is my opinion, for what it's worth, but in keeping with the Officer's comment that there should be a “holistic” approach to site management, and that north and south sections should not be split apart.

And finally, it should be noted that I have been asked by MCT to sit as Trustee on their board, to which I have agreed.

Gordon Campbell-Thomas
Former Chairperson YNET & Friends of St Nicholas Fields

July 2013

Land at Mayfield Grove, York Agenda Item 4

My name is Dr Jacqueline North. I live in Mayfield Grove and spoke at the meeting on the 8th March 2012. I have worked closely with the committee of the Chase Residents Association (CRA) in producing the management proposals, community consultation and other items submitted in 2012 on behalf of the Mayfield Community Trust. I have put myself forward as a trustee of the Mayfield Community Trust.

Firstly I have to say I am saddened but not surprised at the failure of the main parties involved (YNET and MCT) to reach agreement in respect of the management of the land. I have had no involvement in the unsuccessful mediation process but my understanding is that MCT was and remains open to working in partnership with other, appropriate organisations.

I wish to comment on the options (1 – 4) put forward by the Council in the current Agenda and try and address concerns raised.

Firstly in respect of Option 2- the MCT bid to manage the land. I accept that as an organisation MCT does not have experience in managing sites such as the land off Mayfield Grove and, as such, does not have a “track record”. However, it has to be recognised that there are many benefits to the MCT management of the land. MCT and CRA carried out an extensive public consultation exercise and have held many meetings regarding the land. Both organisations are community based with extensive support from the local community and from local Councillors and MP. Both organisations are answerable to local residents and easy to contact.

In addition, many local residents, including members of the CRA and trustees have extensive experience in land management and other matters relating to the land. I am a professional ecologist with over 20 years experience. I have undertaken academic research in ecology and worked for Local Wildlife Trusts and Local Authorities throughout Yorkshire. These roles included the production and implementation of management plans for sites including Country Parks owned by Rotherham Metropolitan Council and all Sites of Importance for Nature Conservation in West Yorkshire. I have managed an ecological records centre and advisory service on behalf of Local Authorities and currently work as a consultant ecologist in the private sector dealing with, amongst other projects, the restoration and management of development sites. I also have over six years experience in planning matters as a Planning Inspector.

I and other members of the CRA/MCT have close working relationships with Natural England, the Yorkshire Wildlife Trust, the University of York and Askham Bryan College.

Taking these matters into consideration, it is evident that the MCT has the knowledge and expertise to manage the land and the ability, as a community led organisation, to respond quickly to any requirement for changes in management or urgent works at the site. Furthermore, as an organisation with

substantial support from the local community, the MCT also has the capacity to raise additional funds – a benefit acknowledged in the Council's consideration of Option 1.

Turning to the other options put forward in the Agenda.

Option 1- I do not consider that Option 1 would be sustainable given the existing and likely future pressure on the Council's budget for managing land such as that off Mayfield Grove. This option would fail to resolve the current conflict between YNET and the MCT and would result in a lack of co-ordination and piecemeal management of the site. The site would be split into parts with the pond licensed separately. There would be no guarantee that income from fishing would be used to offset the costs of managing the entire site or that the fishing would be managed in a sustainable way compatible with nature conservation objectives. Using groups such as YNET and MCT "as appropriate" could result in uncertainty within the local community as to who was responsible for the management of the land, additional conflict between those organisations, the reduction of local support and reduce fundraising opportunities.

Option 3- YNET have made very little effort to engage with the local community and have not consulted local residents on their management proposals. In particular, YNET has very little experience of working with children and young families- the groups which are essential to long term, sustainable management of sites. YNET do not appear to have a successful track record of managing sites without assistance or of fundraising/successful grant applications. As such, this would not appear to be a sustainable option.

Option 4- To split the site into two would result in a significant reduction in the biodiversity value of the site as it could result in vastly different management objectives for each half. The site is a valuable green corridor and is seen by the local community as a single site. It is imperative that the site remains as a single, holistic entity. Splitting of the site could result in the southern section being managed as a fishery and not for nature conservation purposes. The opportunity to implement a much needed management plan for the site as a whole would be lost. Management of two sites would result in additional costs and duplication of effort with the organisation responsible for the independent management of each half would have to co-ordinate activities such as arboricultural assessments and works, invasive species treatments and footpath repairs, there would be a lack of consistency in information, such as information boards and leaflets, the potential for restrictions on access and two organisations fundraising within the same community. In my opinion, Option 4 would create additional conflict and would not be a sustainable option.

Accordingly, I conclude that Option 2 is the only sustainable option.

I am happy to answer any questions.

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Dear Cllr Merrett

17 July 2013

Please take my comments into consideration at the decision making session in relation to the Land Management of Mayfields Protected Public Open Space on 18 July 2013.

Section 106 agreement

1.6

It is acknowledged that the Open Space is principally of benefit to the development rather than to the wider public.

This is a very important part of the 106 legal agreement and one that MUST be adhered to in law to finalise this contentious situation formally and finally and cease any further contentious issues arising relating to this most unsatisfactory situation. The people who purchased the development must as clearly stated in the 106 agreement take priority over the wider public and it is the duty of the Local Authority to ensure this happens.

The development has a very successful fully affiliated and well attended Resident Association in place, with a clear open and transparent attitude towards the community it represents. All of which is documented.

The development has formed the perfect vehicle in the Mayfields Community Trust to ensure the land is Managed to a satisfactory standard for as long as the development exists. The qualifications and experience these people have relating to environmental and land management issues is phenomenal and they are all prepared to offer their services free of charge in both their own personal interest and also that of the community as a whole.

For the Council to state that MCT have no track record in land management is quite insulting.

I ask Cllr Merrett! Who has managed this whole situation since the whole farce emerged arising from what can only be described as total negligence by the Council regarding their obligation to manage the 106 agreement in the first instance.

Also YNET have a track record going back over 15 years in relation to the management of this land its track record can only be described as abysmal.

The only people who have acted in accordance with the law and with total professionalism in resolving all the issues and not just the land are the Residents themselves. Why because they have a vested interest in its condition and welfare!

Yours sincerely

Mrs A K Long

**9 Nelsons Lane
York
YO24 1HR**



THE CHASE RESIDENTS ASSOCIATION and friends



Re The Decision-Making Session - 19th July 2013

With reference to the Council's Decision-Making Session of 19th July, when a decision will be made as to which group will undertake the future management of the land known as Mayfields, the Chase Residents' Association held a meeting on Wednesday 10th July 2013 and agreed unanimously to support the proposals made to you by the Mayfield Community Trust.

Signed by: "

Committee members, Chase Residents' Association

12th July, 2013

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Thursday, 18 July 2013

Steve Galloway
6 Stirrup Close,
Foxwood,
York. YO24 3LU



Your ref:
Our ref: SFG

Tel: 01904 794111
Mobile: 07850 736900
Fax: 01904 788250
Email: Steve.Galloway@btinternet.com

The Cabinet Member for Transport, Planning
& Sustainability
City of York Council by Email

Dear Cllr Merrett,

City of York Council decision meeting Friday 19th July 2013 - Proposed 20 mph wide area speed limit West York

I wish to make the following formal representation on Agenda Item 5. I also attached a copy of the representation that I made when the draft Traffic Order was advertised. I would wish to reiterate the points made in that letter and, in addition, to refer to two aspects of the officer report which are causing deep concern in west York.

Specifically, additional evidence has emerged that, in several of those Cities which have introduced wide area 20 mph speed limits, there has been **an increase** in the total number of accidents recorded (on roads with either a 20 or 30 mph speed limit).

This is the case in both Portsmouth and Oxford.

While such statistics may appear to be perverse, they cannot be ignored by a responsible authority. There must be a greater understanding of why this has situation has arisen.

Given that £600,000 can only be invested once, it does seem to me that it would be right to pause at this point in the process. If the Council allowed 18 months and then reviewed the pre and post 20 mph accident statistics for the South Bank area, that would provide more robust basis on which to make future decisions.

In the meantime, the Council would be praised if it concentrated its resources on those roads which have a high accident potential.

Many will also be concerned about the opinion survey responses from Bristol which suggest that most do not believe that the 20 mph speed limit there has reduced speeding problems. In some ways this mirrors local opinion which is firmly of the view that the streets, targeted for revised limits, by and large have neither a speeding or accident problem.

I hope that you will adopt a diplomatic approach and pull back from the brink on this issue. The scale of public mistrust of wide area 20 mph schemes is such that any hope of developing "soft" measures which engage the local community in supporting an anti speeding culture are doomed to meet a cynical and hostile response.

Some are even talking about taking direct action in opposition to your plans.

Please take more time to convince people of your case.

Yours sincerely,



Steve Galloway represented the Westfield Ward on the York Council between 1973 & 2011. He was the Leader of the Council between 2003 and 2008 and he had executive responsibility for City Strategy between 2008 and 2011. He was the City's Lord Mayor in 1983/84 and is currently an Honorary Alderman of both the City of York Council and the North Yorkshire County Council. He was a member of the Yorkshire and Humber Assembly for 5 years and chaired the committee which in 2007 approved the Regional Spatial Strategy.



Steve Galloway

Saturday, 15 June 2013

Your ref:
Our ref: SFG

Richard Wood
Assistant Director Strategic Planning and
Transport)
City of York Council

Steve Galloway
6 Stirrup Close,
Foxwood,
York. YO24 3LU



Tel: 01904 794111
Mobile: 07850 736900
Fax: 01904 788250
Email: Steve.Galloway@btinternet.com
Web: <http://www.stevegalloway.org.uk>
Twitter: @SteveGallowayYk

Dear Richard

Objection to the York Speed Limit (amendment) (no 11/4) Order 2013

Would you please record my formal objection to the above notice? My reasons are as follows.

Background

There are currently around 65 KSI accidents occurring in York each year. Most happen on trunk roads and in the City centre. Less than 20% occur in west York.

The Council has over the last 7 years achieved significant reductions in the number of "Killed and Seriously Injured" (KSI) on its roads.

It has done so by concentrating road safety funding at accident black spots and by implementing speed limits which reflect the accident potential of each street.

This has been backed up by the use of new technology such as Vehicle Activated Signs (VAS) which warn drivers that they are exceeding the speed limit.

The Police have refined their enforcement approach by adopting the suggestion made by the York Council in 2009 that mobile safety (speed) camera's be used in the City (and county). Part of the agreement for the introduction of the cameras was that their use would be concentrated at locations with poor accident records.

The Police and Crime Commissioner (PCC) has confirmed that they will not be made available to enforce 20 mph speed limits in York.

If the Council wishes to abandon its targeted approach to accident reduction, then it must demonstrate that better value for money can be achieved by a redirection of the use of resources.

20 mph wide area limits

The Council's web site claims "*The introduction of 20mph speed limits in our residential streets will help promote more considerate driving and **increase confidence in the safety of neighbourhood roads. Safer streets** will hopefully encourage more of us to make greater use of our streets for walking, cycling, playing or just*



Steve Galloway represented the Westfield Ward on the York Council between 1973 & 2011. He was the Leader of the Council between 2003 and 2008 and he had executive responsibility for City Strategy between 2008 and 2011. He was the City's Lord Mayor in 1983/84 and is currently an Honorary Alderman of both the City of York Council and the North Yorkshire County Council. He was a member of the Yorkshire and Humber Assembly for 5 years and chaired the committee which in 2007 approved the Regional Spatial Strategy.



*socialising. With less traffic and more people around, the places we live will over time become **safer**, friendlier, quieter and cleaner places to be”.*

I do not believe that a case has been made for the allocation of over £500,000 for the introduction of a Citywide 20 mph speed limit on the basis that this would make our roads “safer”.

Rather the contrary is the case as the latest published accident and speed statistics for west York demonstrate (see attached spreadsheet for source data which has been provide by York Council officials).

Indeed, the introduction of a lower limit could make some streets less safe than they are now. This has proved to be the case in Portsmouth where the introduction of a wide area 20 mph limit has coincided with an increase in the numbers of KSI accidents recorded.

On the other hand, many streets would be safer (have a lower accident risk), both in terms of accident statistics and residents perceptions, if the existing 30 mph limits were enforced and complementary engineering improvements were made at accident black spots.

Accident Risk

The main argument used by some Councillors, to justify the £500,000 project, is that it will reduce the number of road traffic accidents (RTAs) in the area.

The new figures made available by the Council undermine this claim.

In the last 5 years there have been 383 RTA's in west York (broadly the Acomb, Westfield, Holgate and Dringhouses wards).

Of these the vast majority (339) have been classified as “slight”.

There were no accidents at all on the majority of roads which the Council proposes to implement a 20 mph speed limit. No current vehicle speed information is available for these roads either and they are excluded from the spreadsheet

The roads with the worst accident records in west York are Tadcaster Road, Boroughbridge Road and Holgate Road.

Of the accidents recorded, 335 (87%) occurred on roads where there are no plans to lower the speed limit.

This is not surprising as these are the main arterial routes which are heavily trafficked and where there are potential conflicts at road junctions. Of these accidents, 2 were fatal (both on Holgate Road) 33 serious (6 on Tadcaster Road) and 300 slight.

Only 48 (13%) of accidents occurred on roads where it is now proposed to reduce the speed limit.

Of the 48 accidents, there was one fatality (on Cranbrook Avenue), 8 serious accidents and 39 slight.

Significantly, 95 accidents occurred during this period on roads in west York which already have a 20 mph speed limit (enforced by road humps.)

Of these, 9 were classified as “serious”

Vehicle Speeds

Vehicle speeds on roads which may get a 20 mph limit are already low.



The highest was 31 mph recorded on Tudor Road. (This reflects the speed that 85% of drivers travel at, or below, when using the road).

More typically the range, for the planned 20 mph streets, was between 15 mph and 25 mph.

The lowest recorded speed was on Ganton Place (13 mph) although this is typical of vehicle speeds on many short cul de sacs.

It is highly unlikely that the introduction of signed only 20 mph limits will have any effect on the speeds recorded on these streets.

In the case of many small cul de sacs it is impossible to accelerate a vehicle to 20 mph in the road space available. Placing a 20 mph speed sign in the area, and maintaining it, would therefore be a waste of money.

The highest recorded speeds were on Tadcaster Road (79 mph), Wetherby Road E (71), Carr Lane (66) and Front Street (66). However the recording devices cover 24 hours a day, 7 days a week, so the figures would include any emergency vehicles responding to calls.

Speed and accidents

Accidents can occur anywhere, at any time. The fact that a large proportion of serious accidents (KSIs) are concentrated at particular locations has allowed the Council, in the past, to allocate its limited resources to addressing the main causes of these accidents.

Often high vehicle speeds will not be a major factor affecting accident rates in residential areas (or indeed the City Centre).

Vehicles reversing into street furniture are an example of an accident where a speed limit has no influence.

Similarly a cyclist colliding with a pedestrian is an accident which is unlikely to be caused by either party exceeding the speed limit.

The inescapable conclusion, therefore, is that the Council is focusing its safety budget on roads where there is little or no accident risk.

Those roads where high speeds may be an issue may already be receiving less attention.

The Council should abandon its wide area 20 mph speed limit project and focus resources on roads with high accident rates and/or where there is evidence of drivers systematically flouting the existing speed limits.

In summary

I formally object to the York speed limit (amendment) No 11/4 Order 2013. My grounds for objection are:

- Average speeds on many of the roads proposed for the new limit are all ready below 20 mph and additional signage would make no practical difference, while increasing street “clutter” and maintenance costs.
- The £500,000 estimated cost of introducing the new citywide limit represents poor value for money. Resources should be prioritised to enforcing existing speed limits particularly at accident “black spots”.
- Accident rates, on the streets proposed to have a 20 mph limit, are either zero or very low. Available funds should be spent on safety improvements on roads with high numbers of “Killed and Seriously Injured” casualties



In formally objecting I accept that there may be a small number of streets with poor accident records where a 20 mph speed limit might be more appropriate. The reduced speed limits agreed, for example for Low Poppleton Lane in 2010, and which have not been implemented by the present Council, may now need to be reviewed..

Yours sincerely,

Steve Galloway

Road Name	Speed limit		Accidents			Total	Road
	Current	Proposed	Fatal	Serious	Slight		
Acomb Road	30	30	0	1	10	11	
Acomb Wood Drive	30	30/20	0	0	3	3	Acomb Wood Drive
Almsford Drive	20	20	0	0	1	1	Almsford Drive
Alness Drive	30	20	0	0	0	0	Alness Drive
Askham Lane	30/20	30/20	0	2	11	13	
Barkston Ave	20	20	0	0	2	2	
Beagle Ridge Drive	30	20	0	0	2	2	
Beckfield Lane	30/20	30/20	0	2	10	12	Beckfield Lane
Beech Ave	30	20	0	0	0	0	Beech Avenue
Bellhouse Way	30/20	30/20	0	1	0	1	
Bellwood Drive	20	20	0	0	1	1	
Bramham Ave	20	20	0	0	2	2	
Bramham Road	20	20	0	2	1	3	
Broughbridge Road	30	30	0	0	33	33	
Carr Lane	30	30	0	1	6	7	Carr Lane
Chaloners Road	30/20	30/20	0	0	7	7	Chaloners Road
Chapelfields Road	20	20	0	0	1	1	
College Court	20	20	0	0	1	1	
Cornlands Road	30/20	30/20	0	0	5	5	Cornlands Road
Cranbrook Ave	30	20	1	0	0	1	
Cross Street	30	30	0	0	2	2	
Dalton Terrace	30	30	0	1	3	4	
Danebury Drive	20	20	0	0	5	5	
Danesfort Ave	30	20	0	1	2	3	
Dijon Avenue	30	20	0	1	0	1	
Eason View	30/20	20	0	0	2	2	Eason View
Foxwood Lane	30/20	30/20	0	0	5	5	
Front Street	30	30	0	0	10	10	Front Street
Gale Lane	30/20	30/20	0	2	13	15	Gale Lane
Ganton Place	30	20	0	0	1	1	Ganton Place
Granger Avenue	20	20	0	0	0	0	Granger Ave.
Grantham Drive	20	20	0	0	1	1	Grantham Drive
Grayshon Drive	30	20	0	0	0	0	Grayshon Drive
Green Lane	30	30	0	0	4	4	Green Lane
Hamilton Drive	30/20	30/20	0	0	5	5	Hamilton Drive
Hamilton Drive West	20	20	0	0	0	0	Hamilton Drive West
Hob Moor Drive	30	20	0	0	0	0	Hob Moor Drive
Holly Bank Road	30	20	0	0	1	1	Holly Bank Road
Holgate Road	30	30	2	3	25	30	
Kingsway West	30	20	0	2	4	6	Kingsway West
Knavemire Road	30	30	0	1	2	3	
Low Poppleton Lane	30	30	0	1	1	2	
Manor Drive North	20	20	0	0	1	1	
Mayfield Grove	30	20	0	1	0	1	
Melwood Grove	30	20	0	0	0	0	Melwood Grove
Middlethorpe Grove	30	20	0	0	2	2	
Mill Mount	30	30	0	0	2	2	

Millfield Lane	30/20	30/20	0	0	1	1	
Moor Lane	30	30	0	1	12	13	Moor Lane
Moorcroft Road	30	20	0	0	1	1	Moorcroft Road
Moorgate	30/20	20	0	0	1	1	
Nelsons Lane	30	20	0	0	1	1	Nelson's Lane
Oak Rise	30	20	0	0	2	2	
Oak St	30	20	0	0	3	3	
Ostman Road	20	20	0	0	2	2	
Ouseburn Ave	30	20	0	0	1	1	
Plantation Drive	30	20	0	0	1	1	
Poppleton Road	30	30	0	0	16	16	
Ridgeway	30	30	0	2	6	8	Ridgeway
Rosedale Ave	20	20	0	0	1	1	
Ryecroft Ave	30	30	0	0	1	1	
Slessor Road	30	20	0	0	0	0	Slessor Road
St. Helens Rd	30/20	30/20	0	0	4	4	
Tadcaster Road	30	30	0	6	42	48	Tadcaster Road
Tedder Road	30	20	0	0	0	0	Tedder Road
Thanet Road	30	30	0	0	15	15	
The Mount	30	30	0	2	7	9	
Thoresby Road	30	20	0	1	0	1	Thoresby Road
Trent Way	30	20	0	0	1	1	
Tudor Road	30	20	0	2	5	7	Tudor Road
Wains Road	30	20	0	0	4	4	
Water End	30	30	0	0	3	3	
Watson Street	30	20	0	0	1	1	
Wetherby Road	30	30	0	3	6	9	Wetherby Road
Wheatlands Grove	30	20	0	0	0	0	Wheatlands Grove
Windsor Garth	30/20	20	0	0	1	1	
Woodlea Ave	20	20	0	0	2	2	

Roads within West of York

The Number of "KSI" and Slight casualties in Road Traffic Accidents recorded

Road Name	Fatal	Serious	Slight
Acomb Road		1	10
Acomb Wood Drive			3
Almsford Drive			1
Askham Lane		2	11
Barkston Ave			2
Beagle Ridge Drive			2
Beckfield Lane		2	10
Beech Grove			1
Bellhouse Way		1	
Bellwood Drive			1
Bramham Ave			2
Bramham Road		2	1
Broughbridge Road			33
Carr Lane		1	6
Chaloners Road			7
Chapelfields Road			1
College Court			1
Cornlands Road			5
Cranbrook Ave	1		
Cross Street			2
Dalton Terrace		1	3
Danebury Drive			5
Danesfort Ave		1	2
Dijon Avenue		1	
Eason View			2
Foxwood Lane			5
Front Street			10
Gale Lane		2	13
Ganton Place			1
Grantham Drive			1
Green Lane			4
Hamilton Drive			5
Holly Bank Road			1
Holgate Road	2	3	25
Kingsway West		2	4
Knavemire Road		1	2
Low Poppleton Lane		1	1
Manor Drive North			1
Mayfield Grove		1	
Middlethorpe Grove			2
Mill Mount			2
Millfield Lane			1
Moor Lane		1	12
Moorcroft Road			1

Moorgate		1
Nelsons Lane		1
Oak Rise		2
Oak St		3
Ostman Road		2
Ouseburn Ave		1
Plantation Drive		1
Poppleton Road		16
Ridgeway	2	6
Rosedale Ave		1
Ryecroft Ave		1
St. Helens Rd		4
Tadcaster Road	6	42
Thanet Road		15
The Mount	2	7
Thoresby Road	1	
Trent Way		1
Tudor Road	2	5
Wains Road		4
Water End		3
Watson Street		1
Wetherby Road	3	6
Windsor Garth		1
Woodlea Ave		2
York Road	2	12

ed street by street between 01/01/2008 and 31/12/2012 (5yrs)

Road	Direction	Mean Speed	85th Percentile	Maximum Speed	Date
Front Street	W	27	31	66	18/03/13
	E	25	30	50	
Slessor Road	W	16	20	34	05/03/12
	E	17	21	33	
Granger Avenue	N	18	21	28	06/06/12
	S	17	20	25	
Ganton Place		14	16	26	06/06/12
		11	13	20	
Gale Lane	N	19	23	32	29/11/12
	S	24	28	45	
Gale Lane	N	25	28	55	26/11/12
	S	23	26	51	
Alness Drive	N	24	28	52	23/11/12
	S	25	31	59	
Acomb Wood	N	27	31	51	24/11/12
	S	26	30	46	
Hamilton Drive	N	28	34	63	18/03/13
	S	26	31	52	
Cornlands	W	26	31	55	18/03/13
	E	25	29	58	
Carr Lane	S	28	33	66	01/05/12
	N	27	31	58	
Carr Lane	S	22	26	45	01/05/12
	N	23	27	51	
Tudor Road	W	25	29	61	16/08/11
	E	26	31	61	
Thoresby	E	22	28	52	16/08/11
	W	22	27	53	
Tedder Road	E	14	17	35	16/08/11
	W	15	19	35	
Ridgeway	S	23	28	60	25/03/11
	N	25	30	67	
Green Lane	S	19	22	32	14/06/11
	N	19	22	31	
Gale Lane	N	24	28	54	26/09/10
	S	23	27	51	
Almsford Drive	W	21	28	43	26/09/10
	E	18	25	36	
Beech Avenue	N	19	25	37	25/03/11
	S	22	27	42	
Beckfield Lane	S	25	32	57	08/06/10
	N	29	34	55	
Eason View	SW	24	29	51	02/11/10
	NE	21	27	50	
Grantham	I	20	23	36	25/08/11
	N	19	23	44	
Green Lane	S	22	25	41	15/11/11
	N	22	27	41	
Green Lane	S	20	24	39	15/11/11
	N	19	23	37	
Grayshon	I	18	22	30	11/05/11
	W	18	22	32	
Hob Moor	I	14	17	30	29/08/12
	E	17	21	37	
Holly Bank	N	22	27	46	25/03/11
	S	21	27	45	
Hamilton Drive	W	20	23	36	15/11/11
	E	19	22	30	

Kingsway \ S	19	22	35	15/11/11
N	20	23	36	
Melwood G E	16	21	35	11/05/11
W	17	22	26	
Moorcroft F S	17	19	25	02/11/10
N	17	20	32	
Nelson's L 2 W	19	23	32	08/04/11
E	19	23	31	
Tadcaster I SW	28	32	79	25/03/11
NE	31	35	72	
Tadcaster I SW	31	35	87	25/03/11
NE	27	32	73	
Tudor Roa W	20	24	44	15/11/11
E	20	24	49	
Tudor Roa W	27	33	65	25/07/10
E	27	32	65	
Wheatland N	19	25	44	17/09/10
S	18	24	39	
Wetherby F W	34	39	71	15/06/10
E	31	35	73	
Wetherby F W	31	35	63	02/11/10
E	32	36	71	
Moor Lane W	33	38	64	06/06/12
E	35	39	66	
Acomb Wo N	25	30	50	05/03/12
S	27	32	52	
Moor Lane W	27	37	74	08/06/10
E	26	33	55	
Moor Lane E	32	37	60	08/06/10
W	29	34	60	
Chaloners N	28	32	61	25/08/11
S	30	35	65	

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DECISION SESSION – CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY.

Friday 19th July 2013.

Agenda Item 4. Land at Mayfield Grove.

Although I am as keen as anyone to finally resolve the management of this land the recommendation seems to be the worst of all worlds. This is basically the current situation and has fuelled the problems between the 2 organisations as each questions what work the other is doing. Those problems will only continue.

It flies in the face of the Council's Community Engagement strategy and your SMARTER York initiative which encourages residents to take ownership of community assets. This approach is highlighted by the Council's proposed changes to the day to day involvement in Community Centres with budget savings designed to transfer them to community groups. Here the suggestion is for more Council involvement.

There still needs to be a management plan for the area so is the Council drawing up another one or is the plan to use one of those already drawn up by YNET and CRA/MCT? If so will the organisation whose plan is "chosen" feel that they have precedence over proposed works and the way the area is developed?

It will continue the current situation where Officers have a day to day management role, something that CYC wanted to avoid.

There is only brief reference to the S106 money. It was paid to YNET but was for the future management of the land. Will the Council therefore ask YNET to return it and if so will YNET claim some of it for the works that they claim they have undertaken? If it then comes to the Council how will it be used? Will the 2 organisations be paid for the work they do or will they have to apply to CYC for a refund if, for example, they do planting? We already know that there is a different approach by the 2 organisations. I can see a situation where 1 group objects to the other group planting particular trees or carrying out pruning works.

YNET have still not told Ward Councillors of their plans. Para 12 says YNET confirmed verbally their proposals for ensuring local community involvement but I have no idea what that might be. It obviously doesn't include Ward Councillors. How will their proposals and those from CRA/MCT for community involvement be affected by this proposal? Certainly those of CRA/MCT were based around the local community having a very real say in the future development of the land but this proposal could see them just becoming a potential workforce to carryout the work with no real say in what should happen.

The Fishing Pond. In para 18 there is a brief comment that the pond could be licensed separately. Has any work be done to see if this is a feasible option? This would introduce another organisation into the equation and could lead to yet more conflict. The Council sees this as a way to obtain income to offset management costs but is it to offset costs for the Pond or for the wider management of the area? There is a finite fishing capacity and this approach might encourage whoever is running the Pond towards overuse.

At the meeting in September I spoke in favour of the Mayfields Community Trust and my view hasn't changed. I would therefore urge you to support Option 2.

I said then that I felt that the proposals by The Chase Residents to set up the Mayfields Community Trust accorded with the requirement in the S106 that "the Open Space is PRINCIPALLY for the benefit of the development rather than to the wider public". It is those residents who live close to

the land, whose homes are directly affected by what happens on the land and, of course, whose house prices contributed to S106 costs who should be the ones managing the land.

There is a fundamental difference in approach from the 2 organisations. Chase Residents want this to be community open space with community involvement from the outset. YNET see it as a nature reserve with their wishes imposed on the local community and restricted access.

I feel that the recommended option is a recipe for disaster and in the interests of the community I would ask that you reject option1 and instead support option 2. There is a timescale attached of 18-24 month so it can be reviewed at the end of that time.

Please reconsider this recommendation.

Agenda Item 5. 20mph in the West of York.

You are in receipt of my original objection to the Speed Limit order and this report has done nothing to change my mind. If anything it has strengthened my view that this is an ill considered, ill thought out and unwanted scheme which will take money away from positive accident reduction schemes.

I find it difficult to take seriously a report that says "The scheme has never been primarily focussed on casualty reduction" (para 36) especially when you justify the costs of implementation against the costs of accidents (para 26). Presumably that is why you are reducing the limits on the roads where only 13% of accidents in the last 5 years have taken place and that you are happy to accept the risk of casualties increasing (para 29).

Paragraphs 20 – 39 support the view that the scheme is ill thought out and will not achieve its objectives. Portsmouth is always quoted as an exemplar and concerns around increased accidents dismissed as teething problems. The argument seemed to be that of course there will be more accidents of 20mph roads because you have more roads with a 20mph limit but there would less 30mph roads and therefore overall fewer accidents. The table in annex 2 exposes that as a myth with accidents rising in Portsmouth and Oxford. A number of cities have not seen the reduction in accidents that they hoped for and in Bristol residents do not feel that the roads are safer or that speeding has reduced.

We know that you are only introducing reduced limits on roads that currently have very low accident rates. Para 23 supports our view that the approach you are taking is to reduce limits on roads where there is not a perception of a speeding problem and where the current low accident rates make it unlikely that they will increase.

Para 18 looks at main roads and says that they would require engineering measure to reduce speeds to 20mph. Residents generally don't feel that that they want speeds reduced to 20mph but want to see traffic complying with the current limits. On Moor Lane I would agree that 20mph is not suitable for this road and acknowledge that it has been identified for "engineering measures" but the question is when would this happen? As far as I am aware it has gone on the list but there are currently no plans to actually do anything and after this decision is made there will be less money available.

I am also bemused by the decision to exclude Trenchard Rd and Portal Rd. The same argument could be made for a myriad of streets in Dringhouses and Woodthorpe Ward. There will be other roads where" residents are against the idea" so why have these roads been singled out?

Acomb Wood Drive. If this road is not suitable for a signed only scheme then I would expect to see in on the list for speed reduction measures. There have been a number of crashes at the Alness Drive end which have resulted in damaged lamp posts, cable boxes and gardens. There is quite high footfall as people cross from the 2 sections of Acomb Wood and access the pub and the shops. My view has always been that speed would reduce if the priority at the Alness Drive/Acomb Wood Drive junction was changed but traffic engineers have always disagreed.

In summary, my personal view and those of the Liberal Democrat Group is that this is a political decision. The evidence base for introducing 20mph limits is rapidly decreasing as more Councils find that the speeding problems remain and accident rates go up. Given the approach that has been taken we feel that this is just a cosmetic exercise with 20mph signs going up only on roads where there is not a speeding problem.

Our approach remains that the limited budget now available should be targeted at roads with a proven accident rate and areas with high pedestrian footfall.

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