

Notice of a public meeting of

Decision Session - Executive Member for Transport and Planning

To: Councillor Gillies (Executive Member)

Date: Thursday, 18 January 2018

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on 22 January 2018**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on 16 January 2018**.

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 1 - 4)

To approve and sign the minutes of the meeting held on 14 December 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on 17 January 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

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The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. Transport Programme Updates – 2017/18 Monitor 2 Report
(Pages 5 - 18)

This report sets out progress to date on schemes in the 2017/18 Economy & Place Transport Capital Programme, including budget spend to the end of November 2017. The Executive Member is asked to approve the amendments to the programme and to note the reduction to the 2017/18 programme and the movement of funding to 2018/19, subject to the approval of the Executive.

5. Union Terrace Traffic Regulation Order objections
(Pages 19 - 26)

The Executive Member is asked to consider the representations made during the formal advertising period of a Traffic Regulation Order (TRO) aimed at amending the existing restrictions as part of redevelopment project in the street, and to consider implementing a slightly lesser restriction.

6. Petition for a formal pedestrian crossing on Lowther Steet near Park Grove Primary School
(Pages 27 - 42)

The report acknowledges receipt of a 220 signature petition for a signalised pedestrian crossing on Lowther Street. It details previous assessments which have been undertaken at this location and seeks permission to investigate other potential improvements to this section of road for pedestrians.

7. Urgent Business

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

Democracy Officer:

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	14 December 2017
Present	Councillor Gillies

47. Declarations of Interest

The Executive Member was asked to declare personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests that he might have in respect of business on the agenda. No additional interests were declared.

48. Minutes

Resolved: To approve and sign the minutes of the meeting held on 16 November 2017 as a correct record.

49. Public Participation

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme. It was explained that speakers would be taken under the appropriate items of business on the agenda.

50. Petition for a Push Button Crossing on Bishopthorpe Road at Butcher Terrace to improve pedestrian and cycle safety

The Executive Member considered the report responding to a petition signed by 192 individuals and submitted to the Council, requesting a push-button crossing at the junction of Bishopthorpe Road and Butcher Terrace. The Sustainable Transport Manager and the Assistant Director for Transport, Highways and Environment were in attendance to answer potential questions. It was confirmed that there were no updates to the original report.

Anna Semleyn, a local resident, spoke in support of the petition. She explained that the route in question was frequently used by children going (on their own) to their local primary and secondary schools. She also added that, according to the research, younger children were not able to cross the road on their own even if speed of the vehicles was restricted to 20mph, which was attributed to their reduced sensitivity to visual looming. She emphasised that, compared to adults, children needed to find longer gaps in order to safely cross the road. Finally, she stated that the Executive Member had a duty of care to provide a push-button crossing at Butcher Terrace, particularly for young people and other pedestrians, all of whom had priority when using the road.

Phoebe Morgan, a local resident, also spoke in support of the petition, highlighting that the push-button crossing should be introduced due to the demography of participants using the road, a busy flow of traffic which constituted danger for children as well as increased car usage in the area.

Following on the queries from the public speakers, the Officers confirmed that:

- the comprehensive piece of work had been undertaken in relation to this junction in 2004-2006;
- the 20mph restriction was implemented as a result of that review; this reduced the mean speed on Bishopthorpe Road which, according to the speed surveys, was under 20mph;
- several central refuges on Bishopthorpe Road were introduced after the review had ended;
- by means of the public consultation, members of the public rejected an idea of implementing a signalised junction in that area at the end of 2004;
- the location was referred to the North Yorkshire community speed watch team who would assess it for its suitability for inclusion in the community speed watch programme.

The Executive Member thanked the public speakers and the Officers for their input. It was acknowledged that, although there was no current evidence suggesting that the push-button crossing at Butcher Terrace was required, the perceived danger highlighted in the petition should be given due regard. It was then

Resolved: That a detailed review of the Bishopthorpe Road which would include the assessment of the Bishopthorpe Road and Butcher Terrace / Southbank Avenue junctions, Bishopthorpe and Balmoral Terrace junction as well as the Bishopthorpe Road and Campleshon Road junction be undertaken, with possible recommendations to be brought to a future meeting. The review would be initiated as soon as the results of the new residents' parking zones on Bishopthorpe Road and the side roads could be considered.

Reason: With a consideration for the passing of time, changes to road conditions, highway standards and the expectations of users, the outcome of the previous review (i.e. installation of central refuges on Bishopthorpe Road) could differ from the one desired at that moment.

Cllr I Gillies, Executive Member
[The meeting started at 2.00pm and finished at 2.17pm].

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Executive Member Decision Session**18 January 2018**

Report of the Corporate Director of Economy & Place
Portfolio of the Executive Member for Transport & Planning

Transport Programme Update – 2017/18 Monitor 2 Report**Summary**

1. This report sets out progress to date on schemes in the 2017/18 Economy & Place Transport Capital Programme, including budget spend to the end of November 2017.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Executive Member is asked to:
 - 1) Approve the amendments to the 2017/18 Economy & Place Transport Capital Programme.
 - 2) Note the reduction to the 2017/18 Economy & Place Transport Capital Programme and the movement of funding to 2018/19, subject to the approval of the Executive.

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

Background

4. The initial Economy & Place Transport Capital Programme for 2017/18 was confirmed as £8,038k at Full Council on 23 February 2017, and details of the programme were presented to the Executive Member at the March Decision Session meeting. The programme was finalised in July when the Executive Member was presented with the Consolidated Capital Programme, which

included all schemes and funding that had carried over from 2016/17. Further amendments were made at the Monitor 1 report in October.

5. Following these amendments, the current budget for the 2017/18 Transport Capital Programme is £9,749k, which includes funding from the Local Transport Plan (LTP) grant, the Better Bus Area grant, the Department for Transport's Local Pinch Point grant, the Department for Transport's Cycle City Ambition grant, developer contributions, council resources, and funding from the West Yorkshire Transport Fund for the Outer Ring Road and York Central schemes.
6. The current spend (including commitments) to 30 November 2017 is £4,192k, which represents 43% of the current budget (the programme minus overprogramming). This is in line with the expected spend profile, as the majority of expenditure will be in the last quarter of 2017/18.

Transport Capital Programme

7. At this stage in the year, a number of schemes have already been completed, and feasibility and outline design has been carried out for the remaining schemes in the capital programme, which has allowed more accurate cost estimates to be prepared. A review of the current programme has been carried out, which has identified schemes where the allocations need to be amended to reflect scheme progress and estimated costs in 2017/18.
8. It is proposed to reduce the allocation for the North York Bus Priorities scheme to £77k, as completion of the feasibility and initial design for the scheme was delayed as additional traffic modelling work was required to assess the impact of the proposed improvements at the Haxby Road/ Wigginton Road junction. A report on the proposed scheme will be presented to Decision Session later in the year, and the scheme will be implemented in 2018/19.
9. No other changes are proposed to the schemes in the Public Transport block at this stage of the year. The Fourth Avenue lay-bys, Clarence Street Bus Priority, Museum Street Bus Shelter, and Monks Cross Shopping Centre Bus Facilities schemes have been completed, and work on the conversions of tour buses to electric

drive is ongoing. The footway improvements at Rougier Street have been completed, and the new shelter will be installed in March.

10. Minor works have been carried out to improve bus stops at various locations across the city, which will continue throughout the rest of the year. Work to develop the Low Poppleton Lane Bus Priority scheme is ongoing, and the ANPR cameras are expected to be installed in early 2018.
11. It is proposed to increase the allocation for Electric Vehicle Charging Points to £15k to fund the installation of charging points in Foss Bank car park, which will be used by the new electric vehicles to be purchased by Parking Services.
12. No other changes are proposed to the schemes in the Traffic Management block at this stage of the year. The upgrades to the Variable Message Signs (VMS) in the city centre are ongoing, and the refurbished signs will be installed before the end of 2017/18. The upgraded signs will provide information on car park capacity around the city centre.
13. Feasibility work on the proposed upgrades of belisha beacons has been completed, which identified a number of sites where existing beacons need to be replaced with the new LED 'halo' beacons. The upgrade work is ongoing and should be completed by February.
14. Following the approval of the A19 Cockey Hill Pinchpoint scheme in August, work to remove trees and vegetation and carry out the required utility diversions was carried out in November and December, to allow the main works to widen the carriageway at the A19/ Cockey Hill junction to start in January. Work is ongoing and the scheme will be completed in April 2018.
15. Seven of the Traffic Signals Asset Renewal (TSAR) schemes have been completed, and work on the Lendal Arch Gyrotory scheme will start later in January. As stated in the 2017/18 Monitor 1 report, the total cost of the TSAR schemes will be higher than the available budget this year, as progress on the programme has been faster than originally anticipated. This can be funded by bringing forward funding from the 2018/19 TSAR allocation to fund the increased costs in 2017/18.

16. Changes to the road layout on Fossgate were carried out in September to allow the trial reversal of traffic flow to start. The impact of this scheme is being monitored, and a report on the outcome of the trial will be presented to Decision Session in April to allow a decision to be made on whether the trial should become permanent.
17. The rapid charging equipment for buses at Monks Cross will be installed in March, and proposals to install rapid charging equipment at other Park & Ride sites are being developed for implementation in 2018/19. Work is also being carried out to refit exhausts on buses used for school transport to reduce polluting emissions. Both these schemes are being funded through government grants.
18. The city-wide lining scheme was completed earlier in the year, and the new link road between Layerthorpe and Heworth Green was opened in June 2017, which was constructed by the developer of the adjacent site with a contribution from the council.
19. Some initial feasibility work has been carried out for the High Petergate Cycle Route scheme, but it is proposed to reduce the allocation for the scheme to £5k, to allow for more time to review the impact of other schemes planned to be undertaken in the area.
20. It is proposed to reduce the allocation for the Bishopthorpe Road Cycle Route scheme to £60k, as the design work for the scheme has taken longer than originally expected. This will allow the design work to be completed in 2017/18, and the new cycle route will be constructed in 2018/19.
21. No other changes are proposed to the schemes in the Pedestrian and Cycling block at this stage of the year. The planning application for the Scarborough Bridge Footbridge Improvements was submitted in December, and a decision is expected in March. It is expected that construction will start in autumn 2018 and will be completed in March 2019.
22. Feasibility and design work has continued on the proposed new pedestrian crossings, and minor schemes to improve facilities for pedestrians and cyclists have been implemented throughout the year. The Holgate Road and Tower Gardens cycle schemes were completed earlier in the year, and the improvements for cyclists at

Monkgate Roundabout and Great North Way were completed in December 2017.

23. A review of the School Safety Schemes has been carried out, and it is proposed to increase the allocation for the proposed new footway link near Rufforth Primary School, and increase the allocation for the development of the 2018/19 Safe Routes to Schools programme, as the cost of both these schemes is expected to be higher than originally estimated.
24. It is proposed to reduce the allocation for Local Safety Schemes development as the cost of feasibility and design work in 2017/18 to develop a programme of schemes for implementation in 2018/19 will be lower than originally expected. The allocation for the Hull Road/ Owston Avenue Local Safety Scheme has also been reduced, as implementation of this scheme has been deferred until the Germany Beck highway works have been completed, due to the impact on traffic in the area.
25. All of the other schemes in the Local Safety Schemes programme have been completed, including the installation of speed cushions and speed tables on Thanet Road (carried out with the TSAR scheme at the Thanet Road pedestrian crossing), improvements to lane marking at Clifton Moor Roundabout and Mill Mount/ The Mount junction, improvements to signing and lining at Grantham Drive/ Poppleton Road and North Moor Road/ New Lane Huntington, and the installation of a new pedestrian refuge on York Road in Acomb.
26. The Danger Reduction allocation has funded minor works across the city to address safety issues raised by residents, and feasibility and design is ongoing on proposed danger reduction measures at Durlston Drive, Manor Lane, the route between Haxby and Strensall, and Strensall Road. It is proposed to add in the development of a scheme to improve the crossing and junction layout at the Hollies adjacent to Stockton on the Forest Primary school. However, overall it is proposed to reduce the allocation for this block to £50k, as the cost of the planned schemes will be lower than previously expected. The Heslington Lane danger reduction scheme was delayed due to issues regarding land ownership at the zebra crossing, but these are in the process of being resolved and the scheme should be completed in 2017/18.

27. The Speed Management programme included funding for the development and implementation of schemes at new locations identified through the speed review process, and funding for the implementation of schemes where feasibility and design work had been completed in previous years. Following a review of the programme, it is proposed to reduce the allocations for the 2017/18 schemes to allow feasibility and initial design work to be carried out in 2017/18 for implementation in 2018/19, and increase the allocations for the carryover schemes where required, as some of the schemes have had a higher cost than originally estimated.
28. Implementation of the Danebury Drive scheme has been delayed as feasibility and initial design of a new scheme (following concerns raised about the previous proposals from residents) has taken longer than expected, and this scheme will now be implemented in 2018/19.
29. Several of the carryover speed management schemes have been completed, including improvements to existing 20mph zones, improved crossing points at York Road Strensall (part-funded by the ward committee), and signing and lining works to improve village gateways around York. All other carryover speed management schemes should be completed in 2017/18 as planned.
30. No changes are proposed to the schemes in the Scheme Development block at this stage of the year. Several developer-funded bus stop improvement schemes are being progressed, and feasibility work is ongoing to develop schemes for implementation in future years. Funding from the Hungate development has been received for upgrades to CCTV in the city centre, and this scheme is being progressed for implementation in future years and a complementary Council capital investment is due to be considered by Executive as part of the budget process.
31. The allocations for the Outer Ring Road Upgrades and the York Central/ Station Frontage schemes have been reduced to reflect the revised spending profiles for these schemes in 2017/18, and the remaining funding has been carried forward to 2018/19.
32. An allocation of £100k from the West Yorkshire Transport Fund has been added to the programme to carry out initial feasibility and traffic modelling work to develop the strategic case for upgrading

the A1237 Outer Ring Road to dual carriageway standard, as agreed at the 15 November Executive.

Consultation

33. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
34. Funding for the capital programme was agreed by the council on 23 February 2017. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

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

Analysis

36. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the remaining schemes in the Better Bus programme; implement the A19 Local Pinch Point improvements; implement the Scarborough Bridge footbridge improvements scheme; and implement the transport schemes approved by the Executive in the Highways Funding Overview report.

Council Plan

37. The Council Plan has three key priorities:
 - **A Prosperous City For All.**
 - **A Focus On Frontline Services.**
 - **A Council That Listens To Residents**
38. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport

network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

39. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
40. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

41. The following implications have been considered.
 - **Financial:** See below.
 - **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
 - **Equalities:** There are no Equalities implications.
 - **Legal:** There are no Legal implications.
 - **Crime and Disorder:** There are no Crime & Disorder implications.
 - **Information Technology (IT):** There are no IT implications.
 - **Property:** There are no Property implications.
 - **Other:** There are no other implications.

Financial Implications

42. If the proposed changes in this report are accepted, the total value of the E&P Transport Capital Programme would be **£9,791k** including over programming. The over programming would reduce to £472k, which is considered appropriate at this stage of the year. The budget would be reduced to **£9,319k**, and would be funded as shown in the table below:

Proposed 2017/18 Budget

E&P Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan ¹	2,383		2,383
Section 106	643		643
Rapid Charger Hubs Grant	200		200
A19 Pinchpoint Grant	584		584
Better Bus Area Fund	433		433
Better Bus Area 2 Grant	325	-200	125
Clean Bus Technology Grant	514		514
Built Environment Fund	185		185
Scarborough Bridge (Cycle City Ambition Grant)	400		400
CYC Resources (Scarborough Bridge)	250		250
CYC Resources (City Walls)	393		393
CYC Resources (Other)	652		652
Other Funding (including NPIF)	487		487
West Yorkshire Transport Fund	2,300	-230	2,070
Total Budget	9,749	-430	9,319

1. Includes LTP Grant & CYC capital resources

Risk Management

43. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2017/18.

Author:

Tony Clarke

Head of Transport
Directorate of Economy &
Place
Tel No. 01904 551641

Chief Officer Responsible for the report:

Neil Ferris

Corporate Director – Economy & Place

**Report
Approved**

Date 22.12.17

James Gilchrist

Assistant Director

**Report
Approved**

Date 22.12.17

Specialist Implications Officer(s) List information for all

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

All

For further information please contact the author of the report

Background Papers:

E&P 2017/18 Capital Programme Budget Report – 9 March 2017

E&P 2017/18 Capital Programme Consolidated Report – 13 July 2017

E&P 2017/18 Capital Programme Monitor 1 Report – 19 October 2017

Annexes

Annex 1: 2017/18 Current & Proposed Budgets

Scheme Ref	2017/18 Economy & Place Transport Capital Programme	Total 17/18 M1 Budget	Draft 17/18 M2 Budget	Total Spend to 30/11/17	Comments
		£1,000s	£1,000s	£1,000s	

Public Transport Schemes					
PT01/17	Park & Ride Site Upgrades	216	116	12	
	P&R Advance Signage (all sites)		100	0	
BBA2 Schemes					
PT03/16	BBA2 - North York Bus Priorities	277	77	28	Allocation Reduced - Scheme to be implemented in 2018/19
PT03/15	BBA2 - Congestion Busting Schemes	41	41	3	
Public Transport - Carryover Schemes					
PR02/16	Park & Ride Ultra Low Emission Vehicle Infrastructure	200	200	0	
PT10/12b	Rougier Street Bus Shelter	218	218	159	
PT01/16	Public Transport Facilities Priority Works	73	73	31	
PT02/16	Fulford Road Punctuality Improvement Partnership	55	55	0	
PT06/16	Water Lane Bus Stop Improvements	53	53	38	
PT07/16	Monks Cross Shopping Centre Bus Facilities	37	37	33	Scheme Complete
PT02/15	Bus Network Pinchpoint Improvements - Fourth Avenue Lay-Bys	55	55	18	Scheme Complete
PT04/15	BBA2 - Tadcaster Road Improvements	21	21	3	
PT05/12	BBAF - Clarence Street Bus Priority Scheme	214	214	222	Scheme Complete
PT09/12b	BBAF - Museum Street Bus Stop	62	62	41	Scheme Complete
PT02/14	Electric Tour Bus Conversions (Clean Bus Technology Fund)	206	206	206	
PT05/15	Regional RT Information System	39	39	0	

Total Public Transport	1,767	1,567	792
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Traffic Management					
TM01/17	Traffic Signals Asset Renewals				
	TSAR Huntington Road School Crossing				Scheme Complete
	TSAR Coppergate Pedestrian Crossing				Scheme Complete
	TSAR Hull Road Black Bull Pedestrian Crossing				
	TSAR Scarcroft Road Pedestrian Crossing (at allotments)				Scheme Complete
	TSAR Clifton Green/ Compton Street Pedestrian Crossing	740	740	808	
	TSAR York Road / Carr Lane Junction				Scheme Complete
	TSAR Heworth Road / Melrosegate Junction				Scheme Complete
	TSAR Rougier Street / Tanner Row Junction				
	TSAR Lendal Arch Gyratory				
	TSAR Tadcaster Road / St Helen's Rd Junction				
TSAR Thanet Road Pedestrian Crossing				Scheme Complete	
TM02/17	Signal Detection Equipment Programme	100	100	35	
TM06/15	Variable Message Signs (VMS) Upgrade	112	112	107	
TM03/17	Signing & Lining	20	20	9	
TM04/17	Air Quality Monitoring	20	20	9	
TM05/17	Urban Traffic Management & Control (UTMC)	50	50	76	
TM06/17	Footstreets Review (Fossgate)	50	50	12	
TM07/17	Belisha Beacon Upgrades	65	65	10	
TM08/17	City-Wide Lining Works	70	70	60	Scheme Complete
TM09/17	Fossgate Public Realm Improvements	50	50	0	
TM10/17	Improved City Centre Signage BID Match Funding	50	50	0	
TM11/17	Maintenance of Private Streets	125	125	0	
TM12/17	Parking Management System	50	50	0	
Traffic Management - Carryover Schemes					
TM06/16	James Street Link Road Phase 2	290	290	265	Scheme Complete
TM07/16	Rapid Charger Hubs (Go Ultra Low York)	200	200	64	
TM03/13	A19 Pinchpoint Scheme (Phase 2)	1,084	1,084	240	
TM08/15	School Bus Exhaust Refits	308	308	0	
AQ02/13	Electric Vehicle Charging Points - Businesses	7	15	0	Allocation Increased - Higher cost of installation of charging points at Foss Bank car park for Parking Services vehicles

Total Traffic Management	3,391	3,399	1,695
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Scheme Ref	2017/18 Economy & Place Transport Capital Programme	Total 17/18 M1 Budget	Draft 17/18 M2 Budget	Total Spend to 30/11/17	Comments
		£1,000s	£1,000s	£1,000s	

Pedestrian & Cycling Schemes					
CY01/17	High Petergate Cycle Route	10	5	0	Allocation Reduced - Scheme on hold due to city centre safety scheme proposals
	Bishopthorpe Road (Terry's to Focus School) Cycle Route	120	60	9	Allocation Reduced - Feasibility & design in 2017/18 with main works in 2018/19
	Sim Balk Lane (changing rooms to Church Lane, Bishopthorpe) Cycle Route	20	20	3	
PE02/17	Pedestrian Minor Schemes	50	50	16	
CY03/17	Minor Cycle Schemes	25	25	15	
PE01/17	Pedestrian Crossings - Review of Requests	70	70	43	
CY02/17	Business Cycle Parking Match Funding (Park That Bike)	25	25	11	
Pedestrian & Cycling - Carryover Schemes					
CY04/15	Scarborough Bridge Footbridge Improvements	650	650	128	
PE03/16	Stonebow/ Peasholme Green Public Realm	175	175	0	
CY02/15	Monkgate Roundabout Cycle Route	25	25	39	Scheme Complete
CY03/15	Holgate Road Cycle Route	20	20	16	Scheme Complete
CY01/16	Acomb Road/ York Road/ Front Street Cycle Route	39	39	0	
	Great North Way/ A1237 Cycle Scheme (Crossing Improvement)			11	Scheme Complete
	Station to Bootham/ Minster (inc Museum Street/ Lendal Bridge/ Station Road/ Station Avenue) Cycle Route			0	
	Tower Gardens Gate - Cycle Access Improvements			2	Scheme Complete

Total Pedestrian & Cycling Schemes	1,229	1,164	293
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Safety Schemes					
SR01/17	Safety Zone Refresh - St Lawrence's Primary	11	11	0	
SR02/17	Safety Zone Refresh - Fishergate Primary/ St George's Primary (A19)	12	12	0	
SR03/17	Safety Zone Refresh - Dringhouses Primary	11	11	0	
SR04/17	Safety Zone Refresh - Westfield Primary	12	12	0	
SR05/17	Safety Zone Refresh - New Earswick Primary	11	11	0	
SR06/17	St Aelred's Primary SRS	5	5	3	
SR07/17	Rufforth Primary SRS - Footway Scheme	10	15	2	Allocation Increased - Higher cost of proposed new footway link
SR08/17	Clifton Green Primary SRS	2	2	4	
SR09/17	Refresh School Markings	3	3	2	
SR10/17	Safety Audit Works	5	5	0	
SR11/17	2018/19 SRS Programme Development	1	2	2	Allocation Increased - Higher cost of developing programme for 2018/19
SR01/15	School Crossing Patrol Improvements	90	90	83	Scheme Complete
Safety Schemes					
Var.	Local Safety Schemes	67	35	4	Allocation Reduced - Lower cost of feasibility and design work in 2017/18
LS01/16b	Thanet Rd outside Lidl LSS	30	30	30	Scheme Complete
LS01/17	Clifton Moor Roundabout LSS	5	5	4	Scheme Complete
LS02/17	Grantham Drive/ Poppleton Road LSS	3	3	1	Scheme Complete
LS03/17	North Moor Road/ New Lane Huntington LSS	3	3	2	Scheme Complete
LS04/17	Hull Road/ Owston Avenue LSS	18	7	6	Allocation Reduced - Implementation delayed until Germany Beck highway works are complete
LS05/17	York Road/ Beech Grove Acomb LSS	15	15	14	Scheme Complete
LS06/17	Mill Mount/ The Mount LSS	2	2	1	Scheme Complete
DR01/17	Danger Reduction	70	50	22	Allocated Reduced - Lower cost of planned work in 2017/18
DR01/14	Heslington Lane Danger Reduction	10	10	5	
Speed Management Schemes					
SM02/17	Moorgate Speed Mgt	10	2	0	Allocation Reduced - Feasibility & design only in 2017/18
SM03/17	Arlington Road Speed Mgt	2	2	0	
SM04/17	Hempland Avenue Speed Mgt	14	2	0	Allocation Reduced - Feasibility & design only in 2017/18
SM07/17	Stockton Lane (o/s church)	8	2	0	Allocation Reduced - Feasibility & design only in 2017/18
SM08/17	Thoresby Road	6	2	0	Allocation Reduced - Feasibility & design only in 2017/18
SM05/17	Speed Mgt Scheme Development for 18/19	2	2	0	
SM06/17	VAS Replacement	16	16	4	

Scheme Ref	2017/18 Economy & Place Transport Capital Programme	Total 17/18 M1 Budget	Draft 17/18 M2 Budget	Total Spend to 30/11/17	Comments
		£1,000s	£1,000s	£1,000s	

Carryover Speed Management Schemes					
SM01/16	Tadcaster Road near Pulleyn Drive Speed Mgt	48	1	1	
	Hawthorn Terrace, New Earswick Speed Mgt		1	1	Scheme Complete
	Burton Stone Lane Speed Mgt		2	1	
	Gale Lane nr no.165 Speed Mgt		1	1	
	Danebury Drive - 20mph limit		5	3	
	A19 Fishergate - 20mph limit		2	2	Scheme Complete
	Askham Lane - 20 mph limit		2	1	Scheme Complete
	Heslington Rd - 20mph limit		2	2	Scheme Complete
	St Helens Road - 20 mph limit		2	2	Scheme Complete
	York Road, Strensall Speed Mgt		12	2	Scheme Complete
	Tadcaster Road, Copmanthorpe Speed Mgt (Experimental TRO)		3	2	
	Common Rd, Dunnington Speed Mgt (Experimental TRO)		3	2	
	Hopgrove Lane South Speed Mgt (Experimental TRO)		3	2	
	Moor Lane, Woodthorpe Speed Mgt		1	1	Scheme Complete
	Main Street, Wheldrake & Church Street, Wheldrake Speed Mgt		8	8	Scheme Complete
	Eason View, Dringhouses Speed Mgt		20	21	Scheme Complete
	Usher Lane, Haxby Speed Mgt		9	10	Scheme Complete
	Naburn Lane, Fulford Speed Mgt		1	1	Scheme Complete
	Moorlands Road, Skelton Speed Mgt		9	10	Scheme Complete
	Main Street, Askham Richard (o/s White House) Speed Mgt		3	4	
	Manor Heath Copmanthorpe Speed Mgt		2	2	Scheme Complete
	Stockton Lane, Stockton-on-the-Forest Speed Mgt		5	3	
	B1224 Wetherby Road (o/s No64) Speed Mgt		3	3	Scheme Complete
Green Lane, Clifton Speed Mgt	1	1			

Total Safety Schemes	499	459	272
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Scheme Development					
S106	Temporary signing for Eboracum Way (James Street Phase 2)	275	38	0	Scheme Complete
S106	Upgrade of Inner Ring Road Signing around Eboracum Way (James Street Phase 2)			0	
S106	Top Lane Copmanthorpe (Fox & Hounds) RTP1 Screen		9	14	Scheme Complete
S106	Cemetery Road/ Fulford Road Bus Stops (St Anne's Court development)		11	0	
S106	Heworth Green Bus Stops (Foss Bank development)		15	0	
S106	The Village Strensall Bus Stops (The Tannery development)		12	0	
S106	Huntington Road Bus Stops (Yearsley Bridge Training Centre development)		24	0	
S106	The Village Wigginton Bus Stop (McCarthy & Stone development)		7	0	
New	Hungate CCTV		120	0	
New	Peasholme Green Bus Stop Improvements		39	0	
Var.	Future Years Scheme Development	50	50	29	
-	Previous Years Costs	50	50	36	
-	Staff Costs	200	200	0	
AY01/09	Access York Phase 1 - Retention	150	150	124	
CY05/15	Hungate Pedestrian & Cycle Improvements (Phase 1A)	14	14	0	

Total Scheme Development	739	739	203
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Total Integrated Transport Programme	7,625	7,328	3,255
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Scheme Ref	2017/18 Economy & Place Transport Capital Programme	Total 17/18 M1 Budget	Draft 17/18 M2 Budget	Total Spend to 30/11/17	Comments
		£1,000s	£1,000s	£1,000s	

Major Projects

Major Projects					
OR01/17	Outer Ring Road Upgrades	1,100	1,040	311	Allocation Reduced - Funding moved to 2018/19 following review of expected costs
	1. Wetherby Road Roundabout				
	2. Monks Cross				
	3. Great North Way				
	4. Haxby Road				
	5. Strensall Road				
	6. Clifton Moor				
7. Wigginton Road					
YC01/17	York Central Access	1,200	930	0	Allocation Reduced - Funding moved to 2018/19 following review of expected costs
	Station Frontage			237	
New	ORR Dualling Study		100	0	New Scheme - Initial feasibility and traffic modelling work to be done to develop proposals for upgrading the ORR

Total Major Projects	2,300	2,070	548
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Total Major Projects	2,300	2,070	548
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Maintenance Schemes

City Walls					
CW01/17	Monkbar Steps	393	393	389	Scheme Complete
	Micklegate Bar Roof				Scheme Complete
	Monkbar Steps Phase 2				
	Tower 32 (between Jewbury & Monk Bar)				
	Tower 39 (Piccadilly Corner)				

Total City Walls	393	393	389
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Total Maintenance Schemes	393	393	389
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Total E&P Capital Programme	10,318	9,791	4,192
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Total Overprogramming	569	472
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Total Capital Budget	9,749	9,319
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Executive Member Decision Session**18 January 2018**

Report of the Corporate Director of Economy & Place
Portfolio of the Executive Member for Transport & Planning

Union Terrace Traffic Regulation Order Representations**Summary**

1. To consider the representations made during the formal advertising period of a Traffic Regulation Order (TRO) aimed at amending the existing restrictions as part of redevelopment project in the street.

Recommendation

2. It is recommended:
 - To implement a slightly lesser restriction as outlined in Option 2.

Reason: To respond to the concerns raised during the consultation process.

Background

3. As part of the planning approval granted for the redevelopment of Groves Chapel into a convenience store and 16 apartments a condition was included to amend the existing parking restrictions in the street in order to take account of the changes to the kerb layout, vehicle access point and delivery needs.
4. The existing restrictions are shown on the plan in Annex A. Broadly these restrictions are:
 - A 1 hour maximum stay pay and display parking bay (with no time limit or cost for local residents) on part of the Chapel building side of the road.
 - The rest of this section of the street is no waiting at any time.
5. The changes to the kerb line approved during the planning process require the parking bay to be relocated slightly along the street. In addition, in part due to concerns expressed by residents regarding the

potential increase in vehicles using the street to access the new shop and loss of parking opportunity the pay and display element of the parking bay was put forward for removal to make the spaces resident only, except for the standard 10 minute non-resident allowance. Also to help ensure deliveries are able to take place without causing an obstruction to the highway a length of loading bay has been put forward.

6. These proposals combined (see Annex B) result in the parking bay length changing from 25m to 22m. However this should still be enough length to allow up to 4 vehicles to park as now.

Consultation

7. The proposed changes to the Traffic Regulation Order were put out for consultation in the usual way (advertised in the local press, on street, to organisations and details delivered to adjacent properties). This exceeds the legal requirements.
8. Two objections were received during the 3 weeks consultation period. The objections are set out in full in Annex C but the main points are summarised below.

- The 24 hour duration of the loading bay

Officer comment – whilst the delivery period approved during the planning process is capped at Monday to Saturday 07:00 to 20.30; and Sundays and Bank Holidays 08:00 to 16:00 (except for newspapers). There is potential for a vehicle left overnight to still be in the bay at the start of the day which would lead the delivery vehicle to have to unload on the yellow lines (as it is entitled to) which may cause intermittent difficulties for other road users. However it is possible to implement a lesser restriction here and make the loading only bay operational from 7am to 8.30pm leaving the remaining time available for others to use if required. If this lesser restriction were to be taken forward and problems became persistent then the hours of operation could be re-visited.

- Noise and disturbance from late night deliveries

Officer comment – this point is covered above

- Would prefer no non-resident provision in the parking bay

Officer comment – depending on location the standard non-resident maximum stays are 10 and 60 minutes. The 60 minute maximum is

normally used where there are local businesses in the community. Hence the 10 minutes put forward is considered more favourable to residents than normal. The 10 minute maximum stay aims to help residents and their visitors deal with the small day to day issues such as friends visiting briefly collect or drop of people or items without having to buy a visitor permit.

Options for Consideration

9. Option 1 – proceed as proposed and implement the revised restrictions as advertised. This is not the recommended option because there is scope to offer additional parking opportunity overnight.
10. Option 2 – approve a lesser restriction to that advertised (which would not require re-advertising). This is the recommended option. Instead of making the loading only bay 24 hour the revised proposal is to make its operating hours 7am to 8:30pm.
11. Option 3 – approve for re-advertising a different set of proposals. This is not the recommended option because there does not appear to be an alternative that would provide for the scheme and increase benefit to residents.

Council Plan

12. The above proposal contributes to the Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

13. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

14. . None.

Contact Details

Authors:

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Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways and
Waste

Date:

12/12/2017

Specialist Implications Officer(s)

.

Wards Affected: Guildhall

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

- Annex A Existing restrictions
- Annex B Proposed restrictions
- Annex C Objections received

Annex A

Existing Restrictions



Groves Chapel, Union Terrace	SCALE	1 : 500
	DATE	12/12/2017
	DRAWING No.	
	DRAWN BY	
		+ Crown copyright. All rights reserved Licence No. 2003

Annex B

Proposed Restrictions



Annex C

Objections Received

OBJECTION 1

I wish to object to one point in the proposed parking restrictions for Union Terrace.

I strongly object to the 24hr-loading bay proposed for the street. I was of the understanding that the new supermarket and other local business delivery hours would be 7am until 6pm, so as to reduce the impact on local residents during evenings.

The street at the moment is unsuitable for HGV's and I have real concerns about the dangers of extra traffic on this narrow road, in particular large delivery lorries being reversed. This causes a safety risk for the residents and their children. Also the risk of constant noise and disturbance from deliveries late in the evening, which will have a detrimental impact on local residents and their wellbeing.

I do hope you will consider my objection and a restricted loading bay being considered.

OBJECTION 2

In response to your published TRO Proposed Restrictions Union Terrace (deadline today 20th Oct) I would like to make the following comments/objections:

1. Please could you confirm that the extension of the R44 bays to include the area currently with double yellow lines towards Clarence Street means there is no loss of parking space in total for the R44 zone? If there is any loss this is unacceptable as the residents of Union Terrace are already having to put up with a great deal with the imposition of a supermarket delivery yard in their street.
2. The 10 min non resident parking allowed is an improvement on the current 1 hour and is welcome. It would be far preferable if there were no non-resident parking at all allowed in the R44 area. This would not inconvenience the supermarket as I understand most of their customers will arrive on foot or by bike.
3. Re the loading bay itself, rather than 24 hour it would be far preferable if this were available for loading only during the hours conditioned in the planning consent for deliveries (and to any other users outside this time).
4. Re your item 3 – please could you explain what this means in terms that don't relate to points of the compass! Does it relate only to short

stretches of the road parallel to the chapel and around the new entrance to the new flats? Clearly there are additional R44 bays further along Union Terrace so presumably when you say 'for the remainder of its length' you are not referring to those? The side of Union Terrace opposite the chapel already has double yellows? There is a faint yellow line on both sides of the road, around the corner and continuing to the edge of the plan – what exactly is your point 3 changing?

Cllr Denise Craghill



Executive Member Decision Session**18 January 2018**

Report of the Corporate Director of Economy and Place
Portfolio of the Executive Member for Transport and Planning

PETITION FOR A FORMAL PEDESTRIAN CROSSING ON LOWTHER STREET NEAR PARK GROVE PRIMARY SCHOOL**Summary**

1. The report acknowledges receipt of a 220 signature petition for a signalised pedestrian crossing on Lowther Street. It details previous assessments which have been undertaken at this location and seeks permission to investigate other potential improvements to this section of road for pedestrians.

Recommendations

2. The Executive Member is asked to:
 - 1) Acknowledge receipt of the 220 signature petition and note the work which has previously been undertaken to assess whether this site is suitable for formal pedestrian crossing facilities and for a School Crossing Patrol.

Reason: To note the wishes of the signatories and to note work which has previously been undertaken by officers to assess the suitability of the site.
 - 2) Instruct officers to investigate other potential engineering measures to improve this section of Lowther Street for pedestrians.

Reason: To assess whether other engineering options are feasible which would help pedestrians to cross the road.

Background

3. A 220 signature petition was presented by Cllr James Flinders to Full Council on 26th October 2017 on behalf of local residents. The petition was worded as follows: “We the undersigned being residents and / or users of Lowther St hereby call on City of York Council to provide in the interests of public safety a Puffin crossing (or otherwise) on Lowther St in the vicinity of Park Grove Primary School”. A scan of the front sheet of the petition, with the names blanked out, is included as Annex A to this report.
4. This site on Lowther Street at the rear entrance to Park Grove Primary School has been suggested for a formal pedestrian crossing on several occasions in the past. It has also been put forward as a potential School Crossing Patrol (SCP) site.
5. The summary report for the SCP site assessment is attached as Annex B and concludes that following the latest Road Safety GB guidelines (2016) the site does not justify the provision of a SCP.
6. Over the past decade many requests had been received by council officers for pedestrian crossing improvements at numerous sites across the City of York administrative area. For many years there had been no specific budget to deal with pedestrian crossings and as such improvements tended to be delivered as part of other work-streams such as school safety zones, safe routes to school, local safety schemes and danger reduction schemes. In 2016 a budget was secured in the Transport Capital Programme to specifically tackle this backlog of requests.
7. The site on Lowther Street where the rear access into Park Grove Primary School is located was one of 75 sites where requests for pedestrian crossing improvements had been received.
8. A new methodology for evaluating and prioritising pedestrian crossing requests was agreed at Executive Member Decision Session in August 2016. The report put forward a multi-stage approach for tackling the backlog of requests.
 - Stage 1 – A desktop review of the list of sites by a panel of relevant council officers to identify sites which would have the highest benefit and to also identify which sites could be tackled under other work-streams
 - Stage 2 – Undertake surveys and in-depth evaluation on the top few sites identified during Stage 1, prioritise this shortlist and get the necessary approvals for future delivery

- Stage 3 – Undertake design work and consultations prior to delivering the feasible schemes on the ground
 - Stage 4 – Roll the process forward to future financial years to evaluate future scheme requests and consider those sites which weren't successful in the first round of evaluation
9. The list of sites was put through Stage 1 as above and Lowther Street was deemed at that point to be unsuitable for a formal pedestrian crossing. There were several reasons behind this decision
- The relatively low number of pedestrians who would use the crossing and the tidal nature of the pedestrian flow at school start and finish time meaning any crossing would be virtually unused over the remainder of the day.
 - The narrowness of the road in the suggested location, the relatively low speed of traffic and one-way flow of traffic meaning pedestrians only have to look in one direction.
 - The fact that if the PV^2 value (see Annex B) was insufficient to justify a SCP then even with the modified adjustment factors approved in August 2016 it would not be high enough to justify provision of a formal crossing where the threshold is 25 times higher.
10. Lowther Street was, however, suggested as being a site that could be improved using other work-streams. No detailed survey work or in-depth evaluation has been undertaken on the site thus far.

Consultation

11. The Planning & Transport representatives of each political party and the Guildhall Ward members have been consulted on the content of this report, their comments are listed below.
12. Cllr. Janet Looker (Guildhall Ward Member) - The principal issue at Lowther St. is the fact that although the traffic does indeed move quite slowly, because it is almost continuous it is very difficult for a number of groups of pedestrians to cross the road easily. The problem is exacerbated by the fact that there is parking along most of the street. To cross the road in a wheelchair, or with a pram/pushchair, one has to move out between the parked cars to get a good sightline for a safe crossing moment. This can mean that one is having to leave the pavement, and stand between parked cars which can put parents with pushchairs, and wheelchair users in a very vulnerable position.

13. So I would strongly support Option 1 in the report. Residents have wondered if putting a Keep Clear sign at certain road junctions might have the additional value of allowing pedestrians a clear space at which to organise their crossing options. As I have said it is not the speed of the traffic, but the fact that it seems to move through the street almost continuously and therefore hampers pedestrians from feeling they have a safe area in which to cross the road.
14. Cllr. Denise Craghill (Guildhall Ward Member) - I would also support further investigation as indicated by Option 1. Although the petition refers specifically to the area outside the school the problem with the use of this road as a major traffic cut through is along the whole length of the road and applies generally for residents throughout the day as well as for children and families at school times.
15. Average traffic speeds are not really relevant – at relatively quieter times speed can be a problem but mainly it is the constant flow of traffic which makes it very difficult to cross and means pedestrians have to wait a very long time to find a gap in the traffic. Parked cars as Cllr Looker mentioned don't make this any easier. This is a residential area with a major part of the city's traffic directed through it by the design of the junction at Haxby Rd/Wigginton Rd/Clarence Street. Clearly by the number who have signed the petition there is considerable concern about this road.
16. Ward councillors have asked for 'Keep Clear' signs at intervals on the road to be investigated as part of the ward highways programme (and as a partial solution supported by the Residents Association) but little progress has been made on this so far.
17. I am glad the paper makes reference to the HCA Groves Regeneration work currently underway. I think ward councillors agree that this is an opportunity to look more fundamentally at the impact of this constant stream of traffic (one way along Lowther Street being the most serious problem) but also in the other direction along Penley's Grove Street/Townend Street on the quality of life in the Groves.
18. An early draft of this work supports the fact that traffic and movement come high on the list of resident concerns in the Groves and suggests

that 'there is nowhere really safe to cross' and that all options should be considered.

19. Personally I would like to see us get on with implementing some 'Keep Clear' signs as an interim measure whilst also looking at more substantial changes such as re-routing a large proportion of traffic from this side of the city away from these residential streets.
20. Cllr. James Flinders (Guildhall Ward Member) – expressed concerns about the lateness of the Member consultation and that this gave him very little time to consult residents. The report author has pointed out that residents will have to opportunity to voice their comments at the Decision Session meeting itself.
21. Cllr. Mark Warters (Independent) - It seems apparent that the concerns regarding crossing of the road are more related to the volumes of traffic using the roads through the Groves area rather than actual vehicle speeds.
22. Such concerns can be applied to many residential roads throughout York and these concerns will only get more pronounced as the huge expansion of York, the region and the whole U.K. takes place.
23. About time there was some honesty from all concerned as to the reasons behind the rapid overdevelopment of the U.K.
24. In this specific case as traffic volumes create slow speeds and indeed stationary traffic at long periods of the day additional crossing measures should not be necessary.
25. I am intrigued though as to just where this traffic will go (onto someone else's residential street!) if "re-routing" of this traffic ever took place.

Options

26. There are a few options open to the Executive Member:

- Option 1 (Recommended Option) – Put this site forward for investigation of other engineering measures to improve the situation for pedestrians wishing to cross
- Option 2 – Leave the site as it is
- Option 3 – Put the site through the stage 2 full pedestrian crossing evaluation process as detailed above in paragraph 8

Analysis

27. Option 1 (Recommended Option): The main advantage of this option is that alternative measures will be investigated which may help pedestrians to cross at this location without the need to install the requested formal pedestrian crossing. The main disadvantage is that the petitioners won't get the type of crossing they have requested and investigations may determine that there are no measures which could be introduced to help pedestrians cross at the site. There will also be a cost associated with the feasibility work and any subsequent installation of measures. The additional review work would also compliment the current Groves Regeneration scheme being undertaken by the Housing team.
28. Option 2: The advantages to this option would be the Transport Projects team could continue to work on higher priority schemes. The obvious disadvantage of this option is that there would be no improvement to the site and the issue highlighted in the petition would still be present.
29. Option 3: The only advantage of this option would be to undertake further work to demonstrate that a crossing increased overall risk at the site. The disadvantage would be additional work with no potential scheme at the end of the process and the costs of undertaking the assessment and surveys.

Council Plan

30. The recommendations of this report contribute to the 3 priorities in the Council Plan as follows:

31. A prosperous city for all

- *Efficient and affordable transport links enable residents and businesses to access key services and opportunities – the access*

route to the school from the direction of The Groves will be improved. This will encourage more people to walk which is the most affordable mode of transport.

- *Environmental Sustainability underpins everything we do* – walking is the most sustainable form of transport and has the least impact on the environment.

32. A focus on frontline services

- *All York's residents live and thrive in a city which allows them to contribute fully to their communities and neighbourhoods* – improved links for pedestrians, especially near schools and other community facilities help residents to get the most out of the area in which they live and study.
- *All children and adults are listened to, and their opinions considered* – the crossing request has been submitted primarily by parents of children attending Park Grove School, by considering the petition and suggesting a way forward we are listening to their views.
- *Everyone has access to opportunities regardless of their background* – walking is a form of transport which is accessible irrespective of one's background.
- *Every child has the opportunity to get the best possible start in life* – walking to school has multiple benefits to children both in terms of health and social cohesion
- *Residents are encouraged and supported to live healthily* – walking is the one of the healthiest forms of transport.
- *Residents are protected from harm, with a low risk of crime* – pedestrian crossing improvements will help children and adults reduce crossing risk and may help better enforce speed limits along this section of road.

33. A council that listens to residents

- *Focus on the delivery of frontline services for residents and the protection of community facilities* – the recommendations show a willingness to help children access education safely and residents to access community facilities more easily.
- *Focus on cost and efficiency to make the right decisions in a challenging financial environment* – the alternative solutions which will be investigated may deliver the same solutions in a more cost-effective manner.

Implications

34. The implications of the measures recommended in the report are listed below

- **Financial** – There will be costs associated with the investigation of measures and any subsequent engineering works. These will be accommodated from existing CYC Transport Capital Programme budgets
- **Human Resources (HR)** - There are no HR implications
- **One Planet Council / Equalities** – Pedestrian crossing improvements will help groups who may currently struggle to get across Lowther Street at this location. Encouragement of residents to walk will help contribute towards the council's sustainability goals.
- **Legal** – There are no legal implications
- **Crime and Disorder** – There are no Crime & Disorder implications
- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no Property implications

Risk Management

21. In compliance with the Council's risk management strategy, no significant risks associated with the recommendations in this report have been identified.

Contact Details

Author:

Andy Vose
Transport Planner
Transport
Tel No. 01904 551608

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director - Transport, Highways and
Environment

Report **Date** 22.12.17
Approved

Wards Affected: Guildhall

All tick

For further information please contact the author of the report

Background Papers:

EMDS Report – Pedestrian Crossing Request Evaluation and Prioritisation Methodology, 11 August 2016.

Annexes

Annex A – Front Cover of Petition

Annex B – School Crossing Patrol Assessment for Lowther Street

List of Abbreviations Used in this Report

SCP – School Crossing Patrol

GB – Great Britain

EMDS – Executive Member Decision Session

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Wording of petition and example of signing sheet

WE THE UNDERSIGNED BEING RESIDENTS AND / OR USERS OF LOWTHER ST
HEREBY CALL ON CITY OF YORK COUNCIL TO PROVIDE IN THE INTERESTS OF
PUBLIC SAFETY A PUFFIN CROSSING (OR OTHERWISE) ON LOWTHER ST IN
THE VICINITY OF PARK GROVE PRIMARY SCHOOL

NAME	ADDRESS + Post Code	SIGNATURE

Petition comprises 220 signatures

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SCHOOL CROSSING PATROL (SCP) CRITERIA COUNT

School	Park Grove Primary	Survey Location	Lowther Street adjacent to rear school entrance
Surveyor	Jayne Ward	Date	Tuesday 24/02/2015
Time Period	0830 to 0900hrs	Weather	Overcast

Total child pedestrians (P) crossing within 50m of the survey location during the peak half hour	40
-----------------------------------------------------------------------------------------------------------	----

Vehicle Type	PCU* Value	Count	Equivalent PCUs
Private Car / Light Goods Vehicle (<3.5T)	1	198	198
Motorcycle	½	2	1
Cycle	1/3	6	2
MGV** (3.5 - 7.5T)	2	3	6
HGV*** (>7.5T)	3	2	6
Total PCUs (V)			213

The crossing assessment is based on the PV^2 value

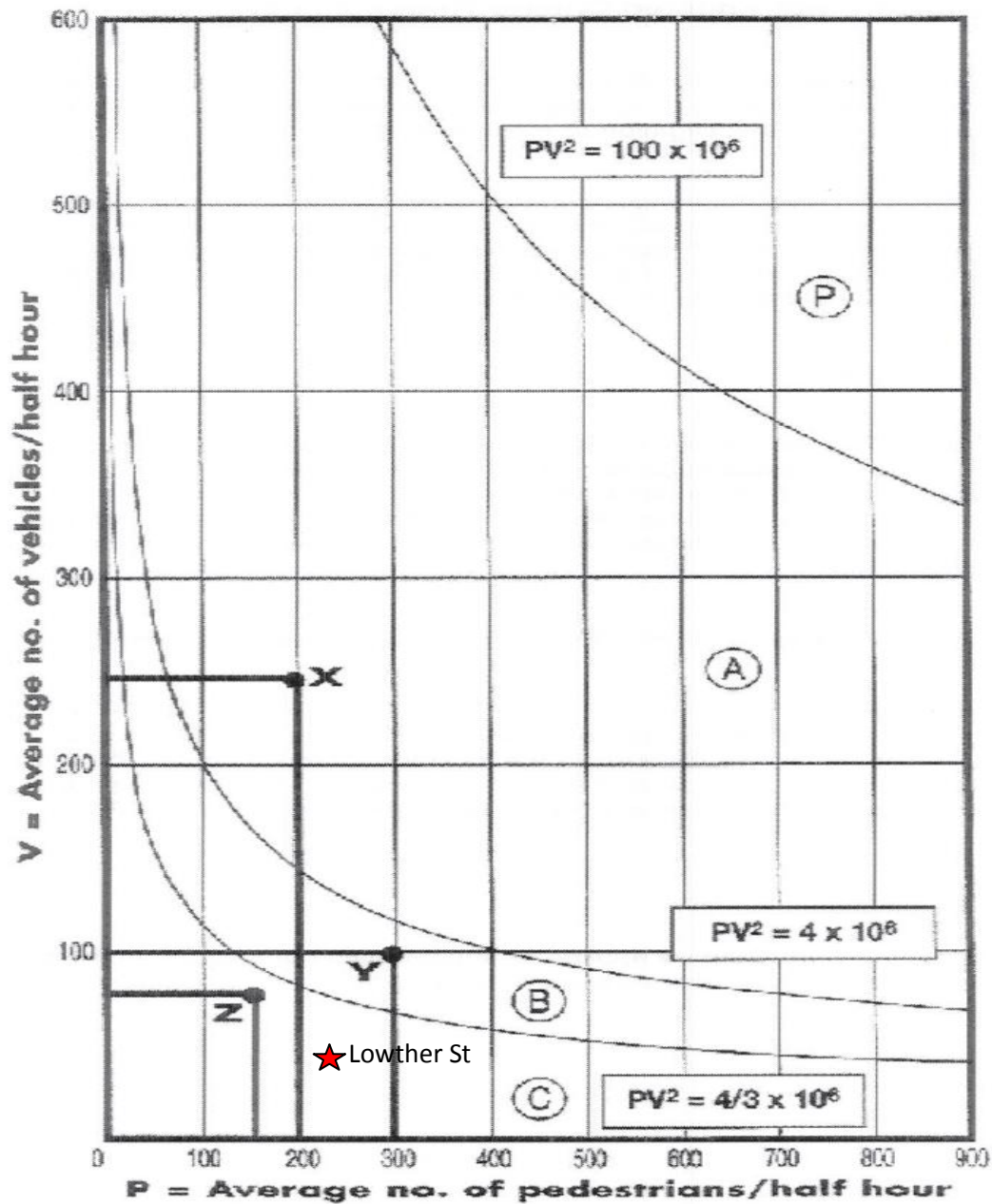
$$\text{Lowther Street } PV^2 = 40 \times (213)^2 = 1814760$$

This figure falls far short of the 4 million PV^2 value that the national guidelines recommend that a SCP site be established.

Looking at Chart 1 over the page, which is extracted from the SCP Guidelines, this count falls in to area C which means that a SCP is definitely not justified at initial assessment and that Part 4 of the assessment guidelines should only be used to verify the position in exceptional circumstances. Part 4 of the SCP guidelines deals with adjustment factors and takes into account factors affecting the crossing environment, traffic speed, pedestrian accident figures and the age of the children crossing.

*Passenger Car Units, **Medium Goods Vehicle, ***Heavy Goods Vehicle

Chart 1 : Taken from the SCP Guidelines (Sept 2016)



For completeness the site has been put through the Part 4 process and applying the relevant adjustment factors this site adds a total of seven factors, made up of the following:

- Obstruction of sightlines of approaching drivers by parking bay and street furniture (+1)
- Site on a minor road within 20m of a junction (+1)
- Age factor – children up to 11 years of age (+5)

The guidelines indicate that a total of seven factors would give a multiplier of 1.949.

$$\text{Adjusted PV}^2 = \text{Original PV}^2 \times \text{Multiplier} = 1814760 \times 1.949$$

$$\text{Adjusted PV}^2 = 3536967$$

This value is still below the threshold of 4 million therefore the site is not justified as a SCP site.

The count was carried out at the request of a local councillor wanting a crossing facility, either a zebra or push button. Because the count is so low the site fails to meet the criteria.

Having carried out the count it was observed that whilst the traffic flow can at times be heavy it is on a one-way street, often the traffic is stationary and pedestrians were observed to be able to cross fairly easily, there is also a build-out in the footpath at the entrance to school to assist crossing.

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