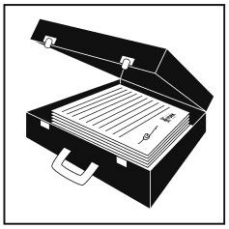


Notice of a public
Decision Session - Executive Member for Transport

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 15 November 2022

Time: 10.00 am

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

A G E N D A

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 Service by **4:00 pm** on **Thursday 17 November 2022**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 11 November 2022.**

1. Declarations of Interest
At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest or other registerable interest they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests.

2. Minutes (Pages 1 - 8)
To approve and sign the minutes of the meeting held on 18 October 2022.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines are set at 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is **5:00pm on Friday 11 November 2022.**

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

Webcasting of Public Meetings

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

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

4. Active Travel – Ostman Road People Street (Pages 9 - 132)

3 preliminary designs that offer pedestrians and cyclists a more appealing, safer environment by which to access Carr Infants and Junior schools have been generated. A decision is required to take this scheme through to Detailed Design, while further funding support is being sought.

5. Buttacre Lane Condition Report (Pages 133 - 152)

Buttacre Lane, Askham Richard, York ("the Carriageway") is an adopted road and as such annual inspections occur with repairs instructed to maintain the carriageway in accordance with its designated status.

6. Urgent Business

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

Democracy Officer:
Robert Flintoft
Contact details:

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

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 **(Cantonese)**

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

Ta informacja może być dostarczona w twoim 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
Date	18 October 2022
Present	Councillors D'Agorne and Widdowson
Officers in attendance	James Gilchrist – Director of Transport, Highways and Environment Dave Atkinson - Head of Highways and Transport Helene Vergereau - Traffic and Highway Development Manager Darren Hobson - Traffic Management Team Leader Stuart Andrews - Project Manager Andrew Leadbetter – Travel Planning Officer

23. Declarations of Interest (10:02)

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda.

Councillor D'Agorne confirmed that he had a prejudicial interest in relation to item 9 'Consideration of Objections of the extension of R63 ResPark to include properties 298-314 Fulford Road (Even only)' as this residents parking scheme effected the street he lived on. Therefore, Councillor Widdowson Executive Member for Environment and Climate Change was in attendance to consider this item in Councillor D'Agorne's stead.

Councillor D'Agorne also noted that while not a prejudicial or disclosable pecuniary interest he wished to note that he was a member of the Enterprise Car Club.

24. Minutes (10:03)

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 28

September 2022 be approved and signed by the Executive Member as a correct record.

25. Public Participation (10:03)

It was reported that there had been six registrations to speak at the meeting under the Council's Public Participation Scheme.

John Mackfall spoke on item 10 as the land owner. He asked that the Executive Member support applying for the stopping up order noting the long challenges he had had with the Council regarding the land.

Jill Edwards spoke on behalf of the Parish Council and asked that the Executive Member support the stopping up order in item 10.

Cllr Warters asked that the Executive Member support the stopping up order in item 10.

Kate Ravilious spoke on behalf of the York Cycle Campaign and raised concerns about the use of the Active Travel Grant, asking the Executive Member to have published a breakdown of spending on Active Travel programmes.

Cllr Kilbane raised questions about the Executive Members support for the duelling of the outer ring road while he considered Active Travel programmes to be stalling. He stated that the Council required a more coherent transport plan for transport in the city and to respond to climate change.

Cllr Craghill spoke on item 7 as a Ward Councillor and asked that the Executive Member support option A of the report. She also asked that sufficient space be maintained to ensure mobility aids can pass bollards and street furniture.

26. Car Club (10:26)

The Executive Member welcomed the new two year contract with Enterprise Car Club. He also agreed that officers should undertake a review of the Council's role with car clubs to ensure it was being best used and noted its role in providing flexible

travel across the city which reduced CO2 emissions as opposed to car ownership.

Resolved:

i. Noted the new contract with Enterprise Car Club;
ii. That a review of CYC's role with car clubs takes place during the two year contract period.

Reason: To maximise the use of car club vehicles in York.

27. Consideration of the consultation of the parking restrictions in Chantry Lane, Bishopthorpe (10:34)

The Executive Member noted his support for the implementation of the proposal as advertised in Chantry Lane, Bishopthorpe, to help provide protection to the recently installed flood defence barriers. It was confirmed that one complaint to the advertised proposal, however, officers noted that further clarity had been provided to the respondent and no further complaint was received.

Resolved:

i. Agreed to the implementation of the proposal as advertised in Chantry Lane, Bishopthorpe, to help provide protection to the recently installed flood defence barriers.

Reason: The restrictions will help to ensure that the area in front of the flood defence gates are kept clear to ensure that the flood defence gate can operate and protect the local environment as and when required.

28. EV Charging Tariff Review October 2022 (10:36)

The Executive Member considered the proposal to raise the Electric Vehicle (EV) charging tariff to Fast charging (7kW): £0.35 per kWh and Rapid and Ultra-Rapid: £0.46 per kWh. He noted that the Council should aim to meet the right balance between a price that reflects the rising cost of energy and encouraging more drivers to change to electric vehicles. It was confirmed that the Councils EV charging strategy states that

consumers would cover the cost of EV charging and not the Council.

The Executive Member welcomed that prices would remain below or at market rate for energy and that the Council would not make profits from the charging stations usage. He agreed to delegate Director Environment, Transport and Planning in consultation with the Chief Finance Officer to make future tariff changes without a decision session. He requested that any price changes be adequately advertised to ensure users were aware of changes.

Resolved:

i. Approved the changing of the EV charging tariffs to:
Fast charging (7kW): £0.35 per kWh
Rapid and Ultra-Rapid: £0.46 per kWh

ii. Delegated authority to the Director Environment, Transport and Planning in consultation with the Chief Finance Officer to make future tariff changes without a decision session but to be adequately advertised these changes, and to authorise any necessary legal documentation (or amendments to existing documentation) to effect any such changes to the tariff.

Reason: The proposed new tariff covers all anticipated running costs for the EV charging network, meets all the objectives set out in the EV strategy and complies with ERDF funding conditions.

29. The Groves Low Traffic Neighbourhood - Update on permanent closure points design and implementation (10:46)

Officers outlined the designs presented in the report for the closure points in the Groves, noting that bollards and planters to support a low traffic neighbourhood would need to moveable should access be required for things such as emergency services. The Executive Member noted his support and acknowledged that officers were still working on appropriate signage for the Groves.

Resolved:

i. Approved the implementation of the designs presented in this report for the closure points in The Groves, following the decision to make the Low Traffic Neighbourhood permanent, with decisions on minor changes and planters, linked to the consultation or construction process, delegated to officers.

Reason: To enable the construction of the permanent closure points to replace the concrete bricks which were used during the trial of the scheme, improving amenity for local residents, emergency access and resilience.

30. Removable bollards waiver policy and process (10:57)

It was confirmed that the Council currently did not have a policy and it was recommended that an access waiver policy and process, including the proposed fees and charges as outlined in option 2 in the report be developed and adopted. The policy would provide the opportunity for applications to raise bollards in the city centre should it be necessary. The Executive Member noted his support and asked officers to consider whether any exceptions for such as York Rowing Club might need when more regular access may be required.

Resolved:

i. Approved the development and implementation of an access waiver policy and process, including the proposed fees and charges as outlined in option 2 of paragraph 8, for residents and businesses to apply for an exemption to enable vehicles to gain access through closure points where removable bollards are available. This would apply to large vehicles required for removals, construction/renovation and deliveries of very large items (Option 2);
ii. Delegated the approval and implementation of the policy and process to the Director of Environment, Transport and Planning.

Reason: To enable residents and businesses to receive large

deliveries in narrow, parked up streets, whilst ensuring that the costs associated with facilitating such access are recovered by the Council.

31. Consideration of Objections of the extension of R63 ResPark to include properties 298-314 Fulford Road (Even only) (10:24)

Councillor Widdowson in place of Councillor D'Agorne confirmed the decision to include 298-314 Fulford Road (even No.'s only), within an extended Residents' Priority Parking zone R63.

Resolved:

i. Confirmed the decision to make the Traffic Regulation Order (TRO) needed to include the properties numbered 298-314 Fulford Road (even No.'s only), within an extended Residents' Priority Parking zone R63.

Reason: To positively respond to the original request to provide those properties with an opportunity to apply for a permit to park with in the zone.

32. Application to stop up parts of the adopted highway verges off Scoreby Lane, Kexby (10:20)

Officers introduced the report and provided a correction to the report that the current owner purchased the land in 1997 not 2002 and the trees along the lane were planted by the previous owner and not the current owner of the land.

The Executive Member acknowledged the long running historical challengers connected to these highway verges off Scoreby Lane and agreed to the recommendation in the report.

Resolved:

i. To instruct officers to prepare an application to the Magistrates' Court for an order to stop up the highway rights over part of the verges off Scoreby Lane in Kexby, shown on the plan at Annex A,

subject to the applicant agreeing to bear all costs associated with the application, including serving the required notices, preparing and advertising the application, and progressing it through the court process;

Reason: To positively respond, in principle, to the application made by the landowner in July 2022, whilst ensuring that the views of stakeholders are considered and that the Council recovers its costs as per section 117 of the Highways Act 1980. It is important to note that the applicant will be required to pay all costs incurred by the Council regardless of the outcome of the application process. The application would be made on the basis that the areas of highway verge concerned are surplus to highway requirements. The Council may decide not to progress the application to Magistrates Court if significant highway related objections and concerns are raised by stakeholders during the consultation process. It would clearly not be appropriate for the Council to make an application to the Magistrates if it did not itself consider that the highway in question was unnecessary. Even if the Council decides to submit an application for a stopping up order to the Magistrates Court, the final decision to either grant or refuse the order will lie with the Magistrates and the Court's decision is a discretionary one.

33. Directorate of Place Transport Capital Programme - 2022/23 Monitor 1 Report (11:01)

The Executive Member considered the monitor 1 report for the Transport Capital Programme - 2022/23. Officers confirmed that a future report was being drafted on the Active Travel Programme and could include a breakdown of spend as requested in public participation. The Executive Member welcomed report and approved the amendments to the 2022/23 Directorate of Place Transport Capital Programme.

Resolved:

i. Approved the amendments to the 2022/23 Directorate of Place Transport Capital Programme.

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

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 11.12 am].

Decision Session – Executive Member for Transport **15 November 2022**

Report of the Director of Transport, Environment and Planning

Active Travel Programme – People Streets / Ostman Road

Summary

1. 3 preliminary designs that offer pedestrians and cyclists a more appealing, safer environment by which to access Carr Infants and Junior schools have been generated.

2. A decision is required to take this scheme through to Detailed Design, while further funding support is being sought.

Recommendations

The Executive Member is asked to:

3. Approve Option 1 – Approve the progression of the proposed design option presented in Annex A through to detailed design. Incorporate this work into a future bid for additional scheme funding.

4. Reason:

   Progressing this scheme through detailed design will result in a 'shelf-ready' scheme that will be more likely to attract future funding, thereby increasing the chances of delivery on the ground.

Background

5. The Active Travel Programme aims to improve the amenity and safety of active travel forms such as walking and cycling, promoting the adoption of healthier, more environmentally friendly travel.

6. In 2020, Sustrans carried out a one day trial in which temporary build-outs were placed outside Carr Junior school during peak times to

discourage parents from parking outside schools and make the roads safer for children. The trial was popular amongst parents and residents interviewed, and was deemed a success. In response to the Sustrans trial's success, the Active Travel Programme launched this scheme.

7. In the February 2022 Executive Member Decision Session, the Executive Member for Transport approved the Project Outline for this scheme (Background Paper 1).

8. Feasibility work has been completed and a summary report can be found in Annex I.

9. This report concludes that none of the proposed options are affordable within current budgets, however the recommendation is to seek additional grant funding at the next round of Active Travel funding to allow the scheme to progress to delivery. To achieve this, it is preferable to have a 'shelf-ready' scheme, which is more likely to attract funding than a proposal at the preliminary design stage.

10. To strengthen the bid for funding and to not further delay implementation, officers seek approval to progress the lowest cost design option, presented in Annex A, through Detailed Design.

Consultation

11. An electronic consultation has been carried out with local ward councillors for Acomb and external stakeholders. Targeted external stakeholders included residents and businesses on and in the immediate vicinity of Ostman Road, and parents and staff affiliated with Carr Infant and Junior Schools.

12. Refer to Annex G for a summary of the consultation responses received.

13. The majority of respondents (53%) used the street to drop off and collect children from school. Cars were the most prevalent mode of transport used by respondents (43%), with walking the second most common mode (39%) and cycling third (12%).

14. Asked about the conditions for pedestrians and cyclists, the responses indicated that the current provision is not good. Most respondents agreed that action needed to be taken to improve pedestrian safety and amenity on Ostman Road.

15. The purpose of this scheme is to encourage people to walk and cycle to school by improving conditions. 40% of respondents said they would walk / cycle instead of driving if conditions improved. 36% of respondents were undecided on this question, and 25% of respondents indicated they would not change modes even if conditions were improved.

16. This feedback suggests that there is a real possibility of influencing people's behaviour and that there is a level of support for interventions to re-prioritise the roadspace. There were however several concerns relating to how that would be achieved.

17. In terms of potential changes to restrictions there was no single option that gained majority support, with a restriction on peak time parking being the most popular (47%). 24% of respondents did not support any form of additional parking restrictions.

18. There were several doubts that parking restrictions would be enforced, with concerns raised that those restrictions that are currently present are not effectively enforced. This is a valid concern that will be investigated in more detail at the next stage of the scheme, however officers are confident that an effective enforcement arrangement can be implemented.

19. A common piece of feedback was that parking restrictions would move traffic and parking to neighbouring streets. This is likely correct; based on the consultation feedback officers believe a certain portion of motorists would still drive even if conditions were improved for pedestrians and cyclists. This should be seen as one of the primary downsides of this scheme and officers are not able to offer a complete mitigation to this issue. As with all parking restrictions in the city, there would be an unavoidable level of traffic redistribution.

20. On this point, a common piece of feedback was that a number of respondents indicated that they had no alternative to driving, whether due to their work schedule or other related practicalities. This is understood and it should be understood that this scheme will significantly disbenefit some motorists.

21. Several consultees responded with specific feedback relating to their disability. It should be noted that there were a significant number of these responses that are not included within the attached annex due to the fact that they contained personal data. These responses will be given special

consideration here.

22. This feedback generally indicated that they didn't feel they would be able to access the school at all if restrictions on parking were introduced, either due to mobility related disabilities or due to the specific disabilities of their children, for example learning disabilities. The impact on these users is different to the impact on general motorists and is potentially much more significant.

23. It is therefore proposed that when the parking restrictions are turned into a formal Traffic Regulation Order that exemptions are considered to ensure that users with disabilities appropriately considered. The feedback from this consultation process has been especially helpful in this regard and further more targeted consultation and assessment of any impacts on this issue will be undertaken prior to implementation.

24. Another common point raised by residents of Ostman Road and neighbouring streets was a feeling that they should have some form of priority or special consideration on the street by merit of being a resident. The primary purpose that this is usually achieved is by means of a residents parking scheme, however this is not being proposed in this case.

25. There were several responses that suggested removal or diversion of bus services would improve the situation because buses often get caught up in the traffic and contribute to the congestion.

26. It is accepted that buses do get caught up in traffic and block the street on occasion, however officers do not support the idea of solving this issue by restricting bus access. Public Transport is senior to car borne commuting on the Council's Road User Hierarchy, and therefore it is proposed that a more strategically consistent approach is to restrict the motor vehicle side of the issue rather than the buses.

Options

27. Option 1 - Note the outcome of the feasibility work for the 'People Streets at Ostman Road' scheme laid out in this report and decide to seek further funding before proceeding to implementation. Seek Active Travel grant funding support at the next round of bidding. Progress with detailed design work on 'Design Option 1' described in the attach Feasibility report, in advance of receiving additional funding.

Analysis

28. The attached Feasibility report (Annex I) explores 3 preliminary design options that each achieve the objectives of the scheme, but have slightly differing features and cost estimates.

29. Cost Estimates Table

	Design 1	**Design 2**	**Design 3**
Preliminary design *(already incurred)*	£32,239	£32,239	£32,239
CYC internal costs *(already incurred)*	£1633	£1633	£1633
Other *(already incurred)*	£2102	£2102	£2102
Further design and development	£58,794	£64,873	£83,308
Construction	£419,959	£463,380	£595,055
Risk margin	£191,501	£211,302	£271,345
Total	**£706,228**	**£775,529**	**£985,682**

30. There are insufficient funds within the budget to deliver any of the proposals. It is therefore recommended that additional funding from the next round of government Active Travel grants is sought prior to implementation.

31. Such a bid would be more likely to be successful if CYC could present a ‘shelf-ready’ scheme with most of the work complete, instead of a broad outline of intentions. The work that has already been completed goes a long way to achieving this, however progressing a specific design proposal to the detailed design stage would go even further to achieving this aim.

32. Officers are recommending that Design Option 1 within the attached report is progressed to detailed design immediately following this decision session. This option achieves the objectives of the project and is the cheapest of the proposals, which will go some way to improving the chances of receiving additional funding.

33. The traffic regulation order that is proposed to be included within the detailed design is a peak-time no-parking zone. This is the restriction that received the most support in the consultation process and officers are

confident that it can be implemented in a way that will achieve the objectives of the scheme.

34. Trialling a traffic restriction prior to any built environment changes is not being offered as an option. Advice from the Principal Designer indicates that the built environment changes are an essential part of the scheme in terms of achieving the objectives, and a trial without the physical changes would not be successful, nor would it provide any valuable learning.

35. Recorded personal injury accident data shows there was one incident in this location, ‘slight’ in severity, recorded between 01/01/2017 and 31/12/2021. The incident occurred between a moving vehicle and a parked car. This does not represent a significant trend that can be directly addressed, however design proposals were still created with safety as a priority consideration. Also, despite there not being a significant safety issue recorded on the street, the objectives of encouraging modal shift remain pertinent.

36. Replication of the 2021 Sustrans trial design layout was considered however it was found that this layout could not be implemented permanently to a high standard due to the fact that the carriageway is constructed of jointed concrete, therefore making such a solution extremely cost-prohibitive.

37. The recommended design solution includes the following features:

    Gateway markings to indicate a changed priority space and to make restrictions more visible.

    Introduction of a peak-time parking restriction between gateway features.

    Replacement of concrete footway with improved surface to allow implementation of a shared space facility.

    Planting features, benches and public realm improvements to make the route more desirable for active travel users, to encourage modal shift.

    Installation of 2 new parallel pedestrian and cycle crossings.

    Installation of benches and planting to improve public realm, therefore encouraging modal shift.

Renewal of existing road cushions and speed tables.

38. Implementation of the proposed changes requires the removal of a number of trees. It is proposed to replace these trees, and in greater number.

39. Existing conditions and all design proposals scored Amber on the LTN 1/20 Junction Assessment Tool (JAT). This is due to the only significant junction change being the continuous footway. However, due to the quiet nature of the street, the proposed facilities are considered appropriate.

40. Due to the fact that this scheme is intended to be funded through a government grant, the requirements of LTN 1/20 are especially relevant. Officers are confident that the proposed solution does offer a significant improvement, and that the reasoning provided to Active Travel England via the bid process will be sufficient to address this issue.

41. Existing conditions on Ostman Road scored below the 70% pass threshold at 66% on the LTN 1/20 Cycling Level of Service (CLoS) assessment. Design 1 would increase this score to a pass score of approximately 76%.

42. Surveys carried out on Ostman Road revealed that the majority of pedestrians cross near to the school entrances where there is currently a high occurrence of illegal parking. The TRO restricting parking within the gateway features will reduce the number of parked vehicles, clearing the road and making it safer and easier for pedestrians to cross.

43. Parallel crossings will make it safer and easier for pedestrians to cross the road, as they will be given priority.

44. The enhanced buffer will further separate children from the road, making it easier for parents to safely walk or cycle them to school.

45. Traffic flows along Ostman Road are considered low, meaning that cyclists can use it as an on-street quiet route in line with LTN 1/20 standards. The widened shared footway on the north and south sides of the road also offer space for children to cycle safely beside their parents.

Council Plan

46. Proposed changes will encourage active travel and move priority towards pedestrians, providing children and parents with a safer, greener

way of getting to school. Therefore carrying out these works contributes to the ‘Getting around sustainably’ key outcome of the Council Plan.

Implications

Financial

47. The Active Travel programme is funded from a combination of grant funding and council resources allocated through the capital programme. The recommended options within the report maintain the programme within the available budget. This is in line with the previous decision to prioritise schemes once costs were known for individual schemes. Where schemes cannot be delivered DfT confirmation will be needed before the grant funding can be reallocated.

Human Resources (HR)

48. There are no HR implications

Equalities

49. The Council needs to take into account the Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority’s functions).

    An Equalities Impact Assessment has been carried out and is annexed to this report at Annex H.

Legal

50. The It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

    (a) securing the expeditious movement of traffic on the authority’s road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

If the decision is made to give permanent effect to the temporary traffic order in this report, the decision maker should consider the criteria contained within section 122 of the Road Traffic Regulation Act 1984 and in particular the duty to make decisions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

Crime and Disorder

51. There are no Crime and Disorder implications.

Other

52. Disruption during construction – Constructing this scheme inevitably means a certain level of work on the adopted highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

Risk Management

53. Every project within the Active Travel Programme is managed in line with the Corporate Risk Management Strategy. This involves action by assigned Project Managers to identify, manage, and mitigate specific risks to delivery.

Contact Details

Author:

Christian Wood
Programme Manager
Christian.wood@york.gov.uk

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Environment and Planning

Report Approved √ **Date** 07/11/2022

Wards Affected: Acomb Ward

For further information please contact the author of the report

Background Papers:

Background Paper 1 – Active Travel Programme – July 2022

https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=13548&Ver=4

Annexes

Annexe A – Preliminary Design 1
Annexe B – Preliminary Design 2
Annexe C – Preliminary Design 3
Annexe D – LTN 1/20 Cycling Level of Service
Annexe E – LTN 1/20 Junction Assessment Tool
Annexe F – Ostman Road School Street Audit
Annexe G – External Consultation Details
Annexe H – Equalities Impact Assessment
Annexe I – Principal Designer's Closure Report

List of Abbreviations Used in this Report

CYC – City of York Council

DfT – Department for Transport
ATP – Active Travel Programme
ATF – Active Travel Fund
CLoS – LTN 1/20 Cycling Level of Service
JAT – LTN 1/20 Junction Assessment Tool

This page is intentionally left blank

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

Option 1 Plan

Option 1 Elevation

AECOM

PROJECT

CYC CB104 Ostman Road People Streets

CLIENT

CITY OF YORK COUNCIL

AECOM Limited
1st and 5th Floor
City Walk
Leeds, LS11 9AR
T:+44-113-301-8400
www.aecom.com

NOTES

NEXT

- Existing Road Surfacing
- Pedestrian Paving
- Planting
- Seating Wall
- School Zone Gateway Surface
- School Entance Feature Surface
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

ISSUE/REVISION

I/R	DATE	DESCRIPTION
01	10/05/2022	PRELIMINARY DESIGN

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

KEY PLAN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 1

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0002

Last saved by: EIMEAR.MCDONNELL(2022-05-05) Last Plotted: 2022-05-10
Filename: Ostman Road Option 1 Photoshop Plan.dwg

This page is intentionally left blank

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

N

TIE INTO EXISTING LAYOUT.

RENEW EXISTING RAISED PLATEAU.

RENEW EXISTING SPEED CUSHIONS

CONTROLLED PARKING ZONE SIGNAGE.

Resident permit holders only

BUS STOP LANDING PLATFORMS TO BE INCREASED TO 2M.

BUILD OUT AND GATEWAY FEATURE.

PROPOSED PARALLEL CROSSING.

RENEW EXISTING RAISED TABLE.

6M CARRIAGEWAY WIDTH MAINTAINED.

PARKLET AREA. INTERACTIVE ELEMENTS DOTTED ALONG ROUTE

ASPHALT SURFACE TREATMENT TO PROVIDE CONTINUOUS FOOTWAY.

PROPOSED PARALLEL CROSSING WITH EXTENDED RAISED TABLE.

CONTROLLED PARKING ZONE SIGNAGE.

Resident permit holders only

BUILD OUT AND GATEWAY FEATURE.

TIE INTO EXISTING LAYOUT

Bus Stop

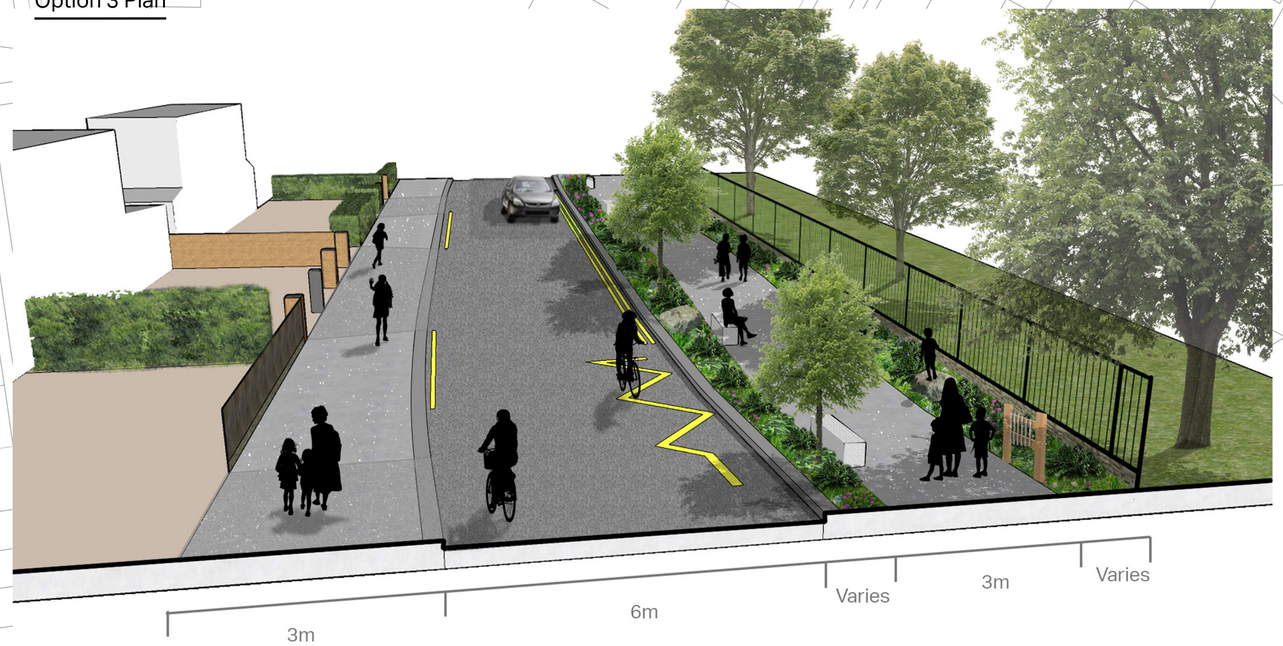
SLOW CHILDREN CROSSING

20 ZONE SLOW DOWN

SCHOOL KEEP CLEAR

0 12.5 25 m
1:500 @A1

Option 3 Plan



Option 3 Elevation

AECOM

PROJECT

CYC CB104 Ostman Road People Streets

CLIENT

CITY OF YORK COUNCIL

CONSULTANT

AECOM Limited
1st and 5th Floor
City Walk
Leeds, LS11 9AR
T:+44-113-301-8400
www.aecom.com

KEY

- Existing Road Surface
- Shared Surface Paving
- Pedestrian Paving
- Planting
- Seating Wall
- School Zone Gateway Surface
- School Entance Feature Surface
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

ISSUE/REVISION

01	10/05/2022	PRELIMINARY DESIGN
I/R	DATE	DESCRIPTION

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 3

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0004

Last saved by: CRAIG.SWEENEY(2022-04-28) Last Plotted: 2022-04-28
Filename: Ostman Road Option 3 Photoshop Plan.dwg

This page is intentionally left blank

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

Option 2 Plan

Option 2 Elevation

Last saved by: CRAIG.SWEENEY(2022-04-28) Last Plotted: 2022-04-28
Filename: Ostman Road Option 2 Photoshop Plan.dwg

AECOM

PROJECT

CYC CB104
Ostman Road
People Streets

CLIENT

CITY OF YORK COUNCIL

CONSULTANT

AECOM Limited
1st and 5th Floor
City Walk
Leeds, LS11 9AR
T:+44-113-301-8400
www.aecom.com

KEY

- Existing Road Surfacing
- Pedestrian Paving
- Planting
- Seating Wall
- School Zone Gateway Surface
- School Entance Feature Surface
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

ISSUE/REVISION

I/R	DATE	DESCRIPTION
01	10/05/2022	PRELIMINARY DESIGN

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 2

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0003

This page is intentionally left blank

Cycling Level of Service Assessment (CLoS) based on LTN 1/20	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO

AECOM

Existing	Option 1	Option 2	Option 3

Cycling Level of Service (CLOS)

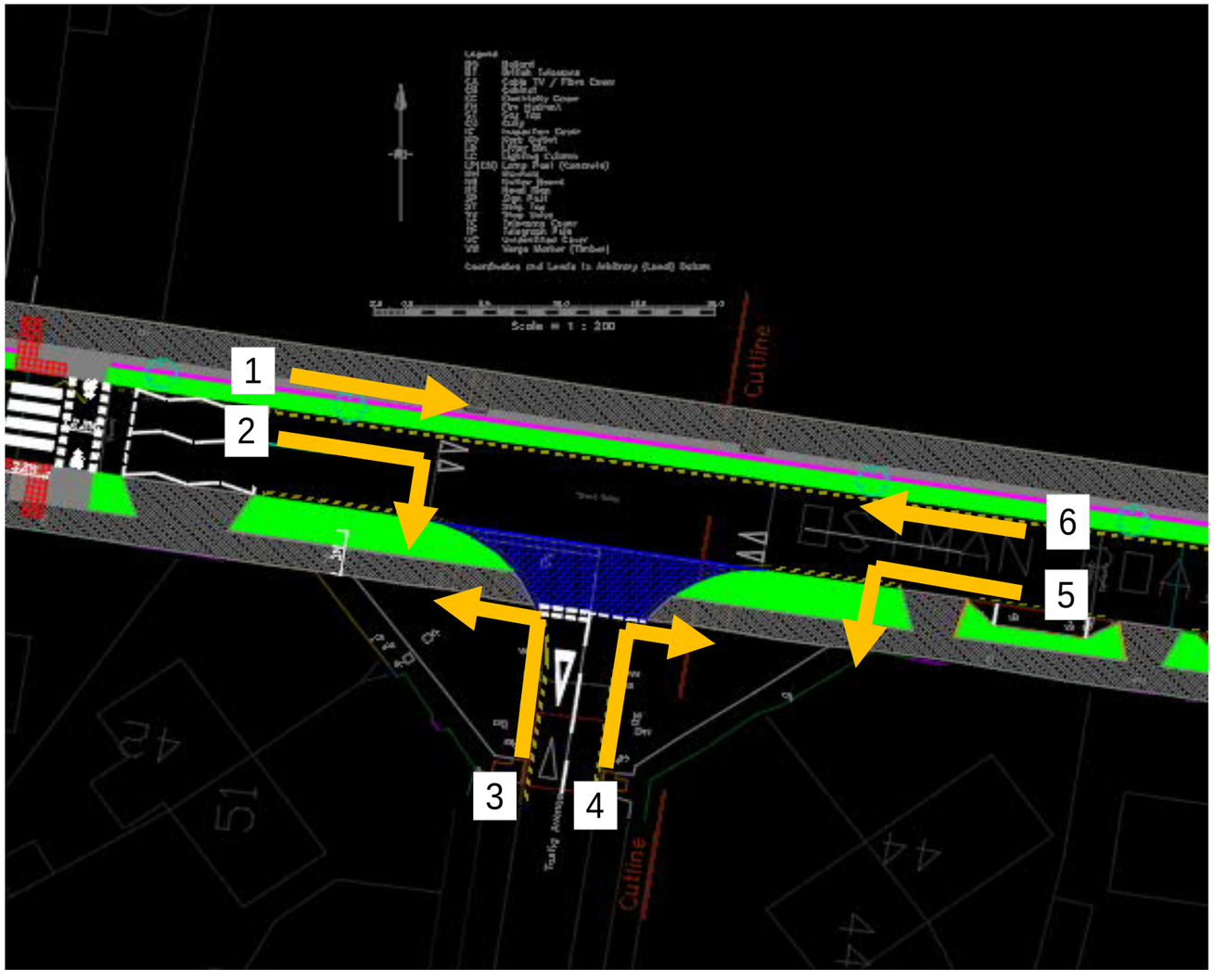
Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Coherence	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	**1. Ability to join/leave route safely and easily** considering left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	**2.Provision for cyclists throughout the whole length of the route**		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	**3.Density of routes based on mesh width** i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	**4.Deviation of route** Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Most direct route	2	Most direct route	2	Most direct route	2	Most direct route
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	**5.Stopping and give way frequency**		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	**6.Delay at junctions**		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	**7.Ability to maintain own speed on links**		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	**8.Gradient**		Route includes sections steeper than the gradients recommended in Figure 4.4	There are no sections of route steeper than the gradients recommended in Figure 4.4	There are no sections of route which steeper than 2%	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	**9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction**	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway.	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	**11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour**	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 6.2. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	**12.Segregation to reduce risk of collision alongside or from behind**	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: - Minor/side roads : cyclist priority and/or speed reduction across side roads - Major roads : separation of cyclists from motor traffic through junctions.	**13.Conflicting movements at junctions**		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	Side road junctions untreated	2	Continuous footways across sideroads	2	Continuous footways across sideroads	2	Continuous footways across sideroads
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	**14.Legible road markings and road layout**		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	Faded road markings	2	New road markings	2	New road markings	2	New road markings
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	**15.Conflict with kerbside activity**	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Excessive unrestricted parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	**16.Evasion room and unnecessary hazards**		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	No features within the carriageway.	2	No features within the carriageway.	1	Proposed buildouts in the carraigeway.	2	No features within the carriageway.
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	**17.Major and minor defects**		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	CKD but defects in road surface	1	CKD but defects in road surface	1	CKD but defects in road surface	2	CKD and micro-resurfacing
		Pavement or carriageway construction providing smooth and level surface	**18.Surface type**		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	1	Concrete with frequent joints	1	Concrete with frequent joints	1	Concrete with frequent joints	2	Micro-resurfacing
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	**19.Desirable minimum widths according to volume of cyclists and route type** (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2	Meets criteria for quiet street	2	Meets criteria for quiet street	2	Meets criteria for quiet street	2	Meets criteria for quiet street
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	**20.Signing**		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	Not currently cycle route	2	Proposed additional signage and road marking	2	Proposed additional signage and road marking	2	Proposed additional signage and road marking
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	**21.Lighting**		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is well lit throughout.	2	Route is well lit throughout.	2	Route is well lit throughout.	2	Route is well lit throughout.
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	**23.Impact on pedestrians** Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 4.7)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	Existing	2	Scheme proposes widened 3m footways.	2	Scheme proposes widened 3m footways.	2	Scheme proposes widened 3m footways.
	Minimise street clutter	Signing required to support scheme layout	**24.Street Clutter** Signs are informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	School warning and stopping restriction signs, excessive use of wooden bollards	2	Reduced street clutter and improved public realm	2	Reduced street clutter and improved public realm	2	Reduced street clutter and improved public realm
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	**25. Cycle parking** Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure none overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycling parking	0	No proposed cycle parking	1	No proposed cycle parking, opportunity to include as part of parklet?	1	No proposed cycle parking, opportunity to include as part of parklet?
							Audit Score	**33**	**0**	**38**		**38**		**41**	

Max possible score	50	50	50	50
Audit % score	66%	76%	76%	82%
Pass/Fail (70% threshold)	**Fail**	**Pass**	**Pass**	**Pass**
Any Critical Fails? (Y/N)	No	No	No	No
Number of Critical Fails	0	0	0	0

Criteria	Max Score	Sub-criteria Existing	% score Existing	Sub-criteria Proposed	% score Proposed	Sub-criteria Existing	% score Proposed	Sub-criteria Proposed	% score Proposed
Coherence	6	4	67%	4	67%	4	67%	4	67%
Directness	10	7	70%	5	50%	5	50%	5	50%
Safety	16	**11**	69%	**15**	94%	**14**	88%	**15**	94%
Comfort	8	5	63%	6	75%	6	75%	8	100%
Attractiveness	10	6	60%	8	80%	9	90%	9	90%
	50								

This page is intentionally left blank

Junction Assessment Tool - LTN 1/20- Proposed	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO



Existing JAT - Ostman Road / Tostig Avenue

Movement	Score	0	1	2	Comment
1	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
2	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
3	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
4	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
5	1		1	2	Raised table at junction crossed by traffic in potential conflict with cycle movement.
6	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					

This page is intentionally left blank

Bespoke School Street Audit	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO

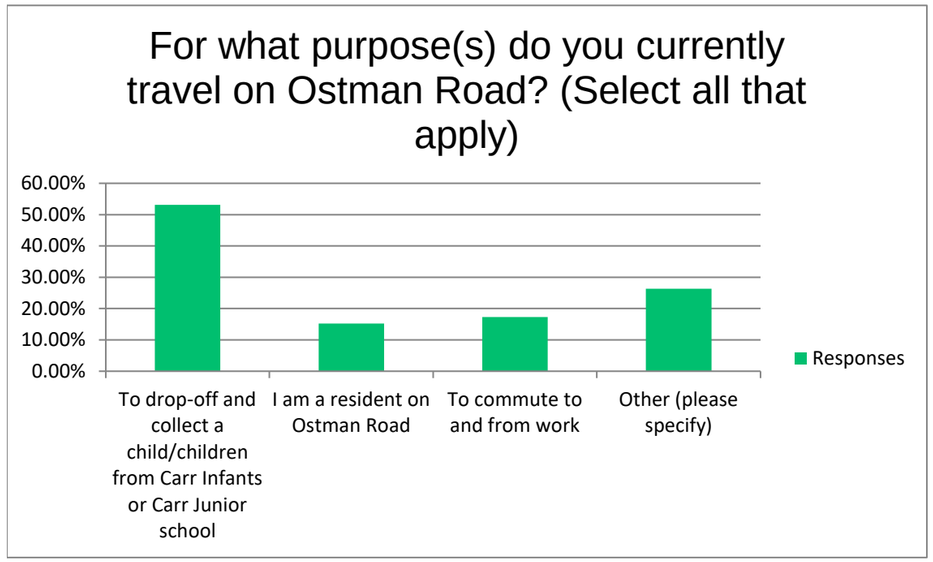
Key Requirement	Factor	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Existing Layout	Proposed Layout		
								Option 1	Option 2	Option 3
Children Cycling / Scootering on footways	Continuity	Shared use		Children cycling on footway space less than 3m	Pedestrian priority with civilised mixed interaction enabled	Pedestrian priority with suggested alternative route for cyclists	0	1	1	1
	Comfort	Footway surface		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	0	2	2	2
	Safety hazard for children scootering / cycling	Buffer / Edge protection from the carriageway near to the school gates.		None - No edge protection	Some - Verged buffer	Significant - Enhanced buffer with level difference.	1	2	2	2
Pedestrians / Children	Engagement On-street	Engagement for children		None	Some	Significant	0	1	2	2
	Accessibility	Bus stop accessibility		Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm	Bus stop is wheel chair accessible but there is limited clear space around bus stop	Bus stop is wheel chair accessible and there is clear space around the bus stop	1	2	2	2
	Ease of crossing	Ease of crossing side road	The weakest side road is missing at least 1 dropped kerb or these are not on the desire line.	The weakest side road has dropped kerbs and these are on the desire line or a raised table / continuous footway	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph but instead of a raised table it at the entrance it has dropped kerbs	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph and raised table / continuous footway at the entrance	1	2	2	2
	Safety hazard for children crossing	Standard of crossing facilities		Uncontrolled crossing with no gaps in traffic, lack of priority	Signalised crossing or implied priority	Countdown with signalised crossing, priority with unsignalised	0	2	2	2
General traffic	Vechile Speeds	Vechile Speeds	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 20mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20mph	2	2	2	2
	Volume of Motorised Traffic	Volume of Motorised Traffic	There are 1000+ vehicles in the peak our (both directions)	There are 500-999 vehicles in the peak our (both directions)	There are 200-499 vehicles in the peak our (both directions)	There are 199 or fewer vehicles in the peak our (both directions)	1	1	1	1
	Mix of Vehicles	% of Heavy Vehicles	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2% of motorised traffic in the peak hour	No large vehicles use the street	1	1	1	1
	Reducing private car use	TRO's / Measures to reduce the number of parked cars		There are no new parking restrictions / Existing TRO's ignored / Parking across driveways.	There is a mixuture of parking and public realm ammenity	Parking will no longer have an impact in and around the school gates and is prevented by both TRO's and physical features within the carriageway	0	1	2	2
	Reducing convenience of driving short journeys	Through movement of traffic		Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions outside the school	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	0	0	0	0
	Delays	Delays to the number 5 bus route		Delays to number 5 bus route at peak times due to parking outside of school gates.	Delays to the number 5 bus route persist but don't worsen	Improvements or no delay to the number 5 bus route	1	1	1	1
	Behaviour Influence			Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and forgiveness	1	1	2	2
Environmental	Lighting	Lighting	Assessing the full length of the street, there is no street lighting over the footways on this street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	2	2	2	2
	Litter /	Litter		Litter and foliage build-up is considered sigificant	There is some litter and foliage build-up within the study area and at least 1 litter bin provided within the study area.	There is no issue with litter or foliage build-up and at least 1 litter bin is provided within the study area.	2	2	2	2
	Planting	Amount of planting		Amount of greenery is reduced within the study area.	Amount of greenery is retained within the study area.	Amount of greenery is increased / enhanced within the study area.	1	1	1	1
	Greening	Green infrastructure and sustainable materials		No green infrastucture or sustainable materials proposed	Some green infrastructure or sustainable materials proposed	All infrastructure is green and materials are sustainable	2	1	1	1
Cost	Budget	Cost to implement propsed design		High	Med	Low	2	2	1	0
Buildability	Feasibility	Interference with C2s		Significant impacts on statutory undertakers and/ or re-routing of equipment	Minor impacts on statutory undertakers.	None of the proposed works would affect statutory undertakers.	2	1	1	1
Public Realm	Visual interest	Quality and distinction		Uniform	Variety	Unique feature	0	0	1	2
	Diversity	Conditions for pleasant interaction		Single activity area.	Mixed use properties	Different uses and users at different times. Social interaction encouraged through street design choices.	0	1	2	2
	Area character	Materials matched to surroundings		Poor	Some contrast	In keeping	0	1	1	2
						Total Score	20	30	34	35
						Maximum Potential Score	46	46	46	46
						Audit % score	43%	65%	74%	76%

This page is intentionally left blank

Ostman Road Survey

For what purpose(s) do you currently travel on Ostman Road? (Select all that apply)

Answer Choices	Responses	
To drop-off and collect a child/children from Carr Infants or Carr Junior school	53.09%	129
I am a resident on Ostman Road	15.23%	37
To commute to and from work	17.28%	42
Other (please specify)	26.34%	64
	Answered	**243**
	Skipped	**27**



Responses (Some responses have been removed so as not to reveal personal data)

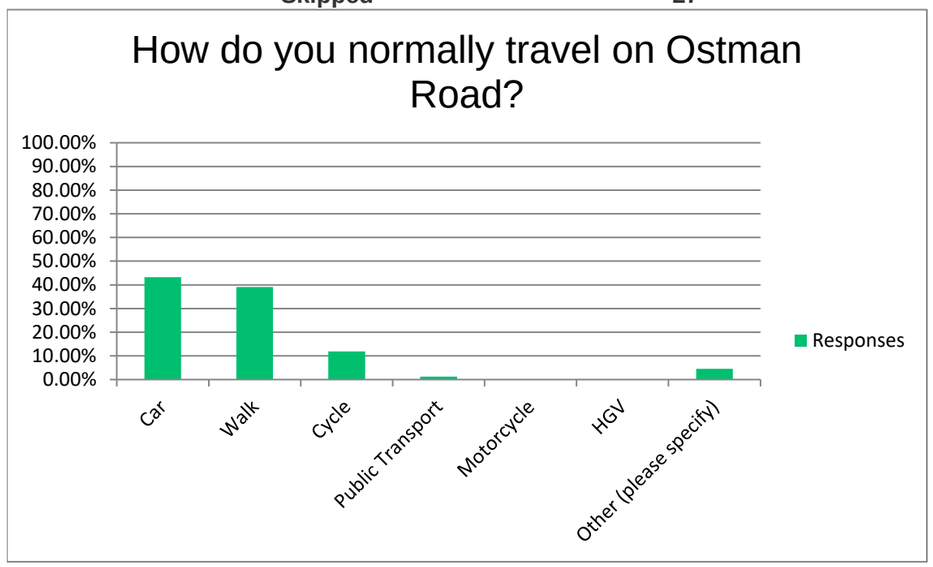
Go to shop
My children have swimming lessons at Carr school
General travel between places
to travel through this part of York
To go for exercise
I live on one of the side roads off Ostman Road
A route to get to family members houses
I live in Iver Close of Ostman Road
I sometimes just travel through
I live in the area and sometimes walk along Ostman Road
I have a general interest in the area
Travelling
Hi
I live in Tostig avenue
live off ostman road
A resident on a side street of Ostman Road (Jorvik Close)
I am a resident of a side road off Ostman Road
Excercise or walking back from the shops.
I live on Tostig Ave

Walking to and from an allotment, or walking to Acomb via Fishponds Wood
I am a resident of Iver Close
I'm a resident in iver close
I live in adjacent street and use Ostman Road to access my street
Running
E
Family live off Ostman Rd
Rarely use the road at the moment.
I walk my child to school and walk to collect my child too but I drive down here for getting too and from work.
Visit family
Use on way to friends and dentist
Pass there for deliveries
live near by
Walk, use bus
I live on celtic Close
I work at carr junior school
Resident on tostig avenue
I visit people in the Acomb area.
Family in area
I live at the crossroads of Östman and Danbury Drive
Live nearby
I walk to the school for work.
Local resident using local amenities
I live in Iver Close, just off Ostman road. The cars at pick up and drop off are awful. I drive and have to pick my times for coming home or I can’t get parked.
Visitor
I am a resident on Almsford Road
I live on Tostig Avenue which connects to Ostman Road
Gi
Swimming lessons after school hours at Carr Junior school
I drive myself to school as I don’t live near school and it’s is a nightmare to park to drop my children off
I am a resident of a nearby street
Leisure cycling
Travelling towards York from my street off Beckfield Road
Travel to my allotment.
Use to access local shops and services
I live off ostman road in tostig Avenue
To take my child to swimming lessons every Saturday morning
To access Carr allotmets
I live on Tostig ave near Ostman rd.
We live at the school end of Tostig Avenue
Visit elderly relative
Resident from nearby Road (Tostig Avenue)
To take my children to muddy boots nursery
On route to certain destinations.
work

Ostman Road Survey

How do you normally travel on Ostman Road?

Answer Choices	Responses	
Car	43.21%	105
Walk	39.09%	95
Cycle	11.93%	29
Public Transport	1.23%	3
Motorcycle	0.00%	0
HGV	0.00%	0
Other (please specify)	4.53%	11
	Answered	**243**
	Skipped	**27**



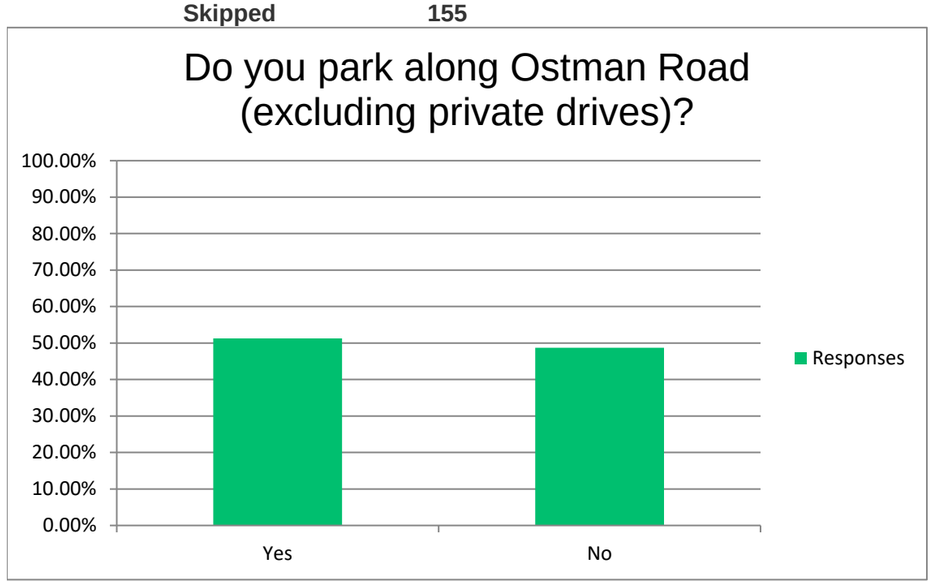
Responses (Some responses have been removed so as not to reveal personal data)

Public transport an car
Car, Walk, Cycle and motorcycle
and walk
Live there
I don't use Ostman Road but I walk if I do
car,walk, public transport,motercycle.
Both car and walk
Gd
Walk car live on the street
mixture of car and bike
As I live there I walk and drive

Ostman Road Survey

Do you park along Ostman Road (excluding private drives)?

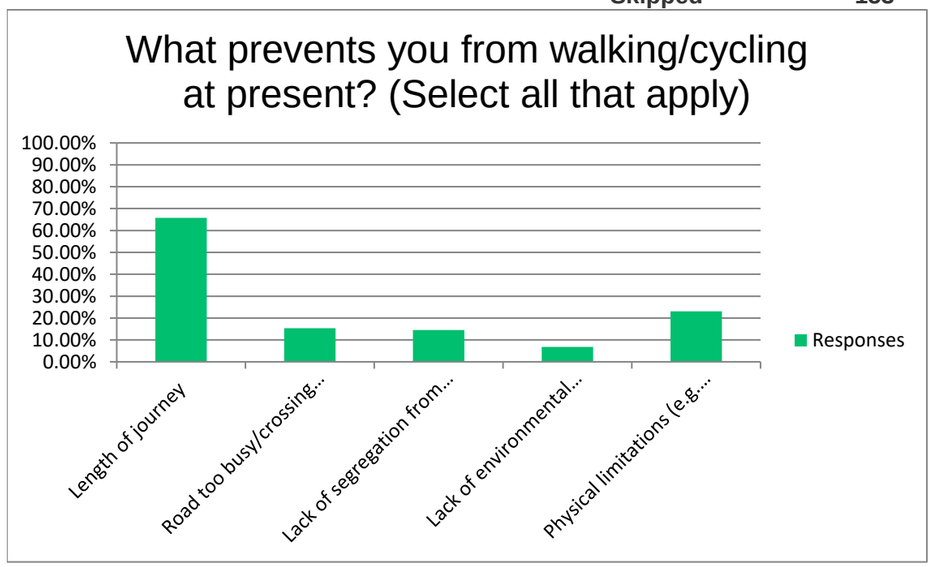
Answer Choices	Responses	
Yes	51.30%	59
No	48.70%	56
	Answered	**115**
	Skipped	**155**



Ostman Road Survey

What prevents you from walking/cycling at present? (Select all that apply)

Answer Choices	Responses	
Length of journey	65.81%	77
Road too busy/crossing busy roads	15.38%	18
Lack of segregation from road users/safety	14.53%	17
Lack of environmental appeal	6.84%	8
Physical limitations (e.g. disability, pregnancy)	23.08%	27
	Answered	**117**
	Skipped	**153**



Ostman Road Survey

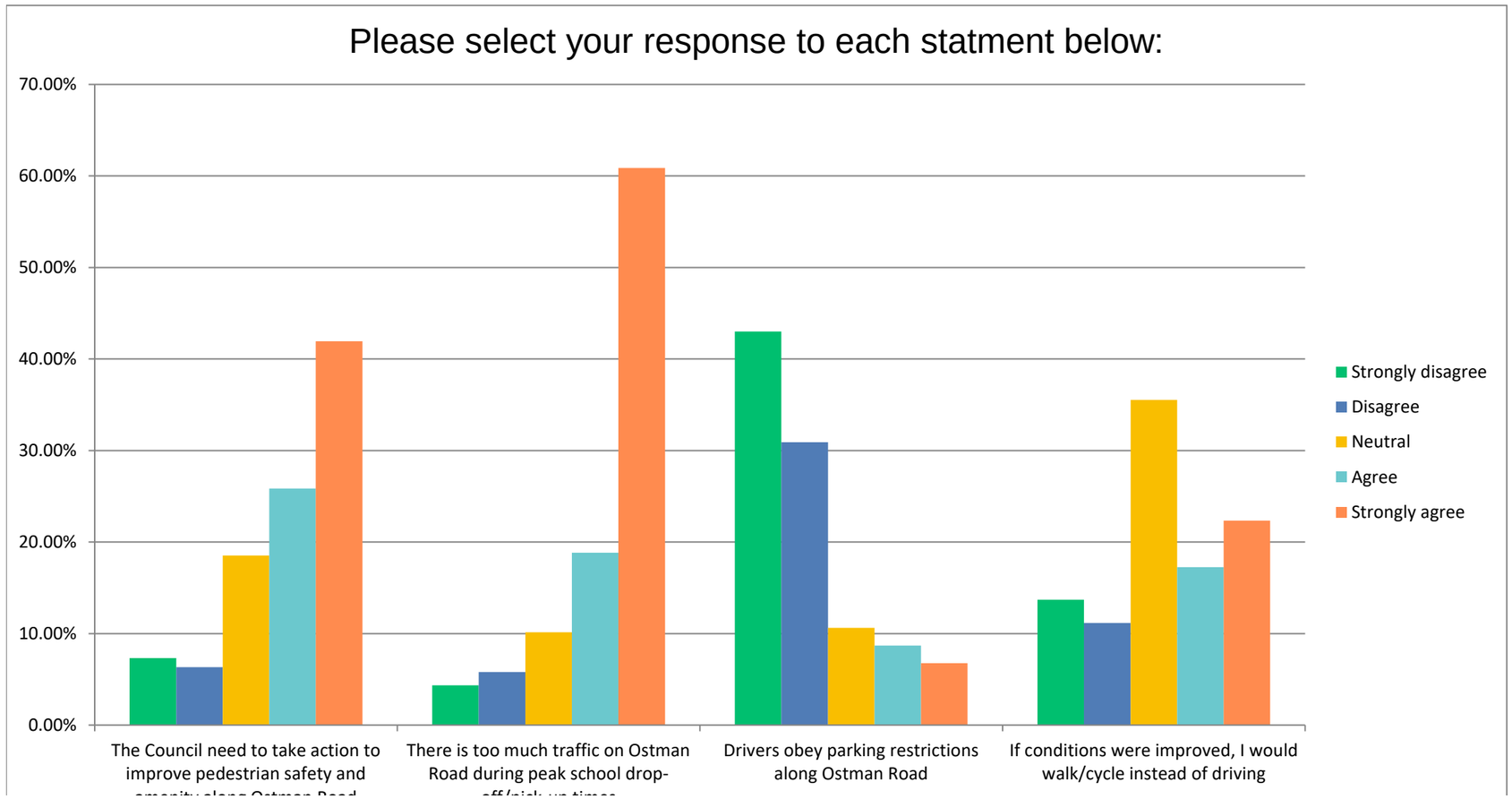
The aim of this scheme is to reduce traffic along Ostman Road and encourage active travel (walking and cycling). Please rate the existing conditions on Ostman Road for pedestrians and cyclists:

	Very poor		Poor		Average		Good		Excellent		Total	Weighted Average
Pedestrians	21.78%	44	20.30%	41	39.60%	80	13.86%	28	4.46%	9	202	2.59
Cyclists	39.51%	81	30.24%	62	21.46%	44	4.88%	10	3.90%	8	205	2.03
											Answered	**207**
											Skipped	**63**

Ostman Road Survey

Please select your response to each statment below:

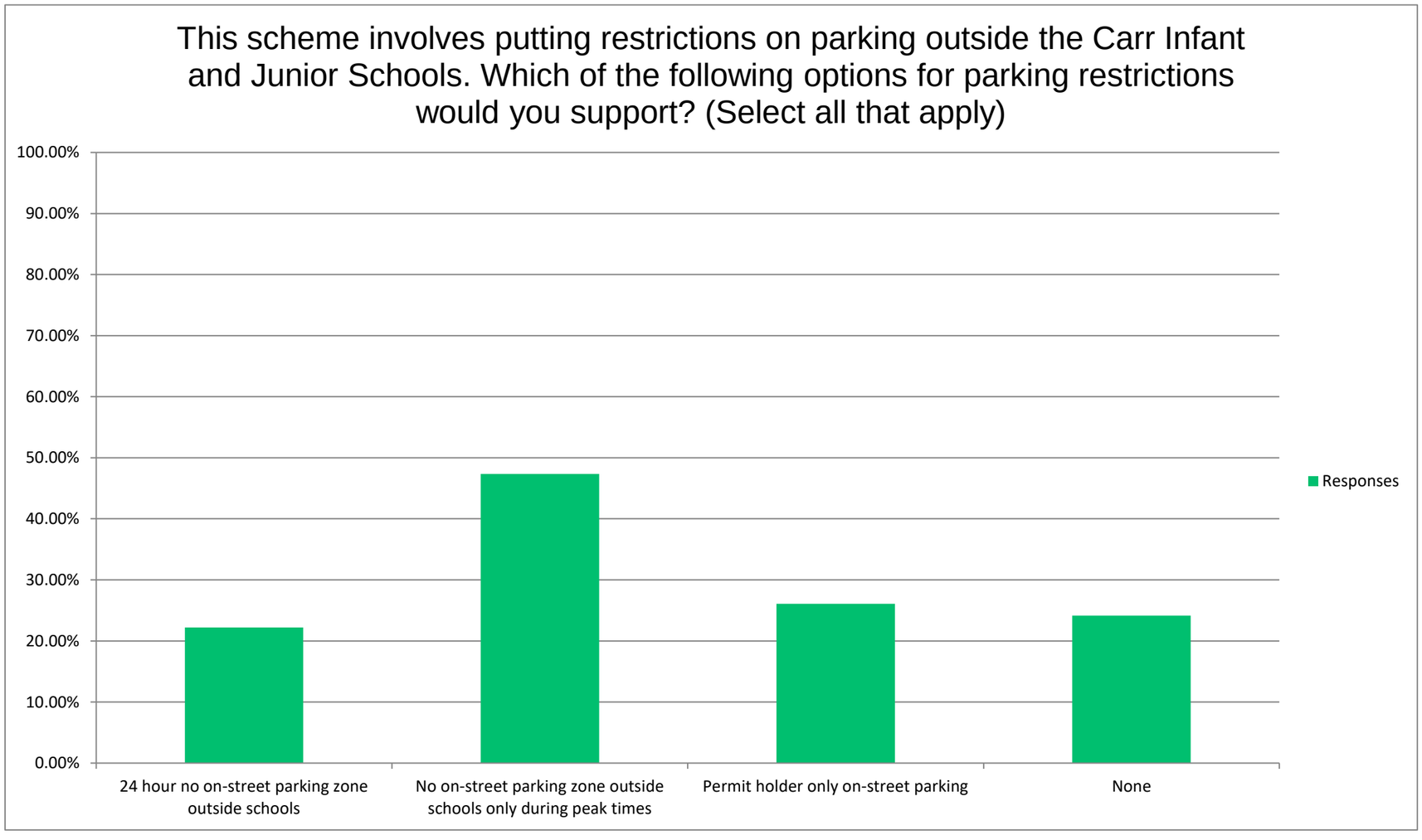
	Strongly disagree		Disagree		Neutral		Agree		Strongly agree		Total
The Council need to take action to improve pedestrian safety and amenity along Ostman Road	7.32%	15	6.34%	13	18.54%	38	25.85%	53	41.95%	86	205
There is too much traffic on Ostman Road during peak school drop-off/pick-up times	4.35%	9	5.80%	12	10.14%	21	18.84%	39	60.87%	126	207
Drivers obey parking restrictions along Ostman Road	43.00%	89	30.92%	64	10.63%	22	8.70%	18	6.76%	14	207
If conditions were improved, I would walk/cycle instead of driving	13.71%	27	11.17%	22	35.53%	70	17.26%	34	22.34%	44	197
									Answered		**207**
									Skipped		**63**



Ostman Road Survey

This scheme involves putting restrictions on parking outside the Carr Infant and Junior Schools. Which of the following options for parking restrictions would you support? (Select all that apply)

Answer Choices	Responses	
24 hour no on-street parking zone outside schools	22.22%	46
No on-street parking zone outside schools only during peak times	47.34%	98
Permit holder only on-street parking	26.09%	54
None	24.15%	50
Please state a reason why you have chosen the above answer:		136
	Answered	**207**
	Skipped	**63**



Responses (Some responses have been removed so as not to reveal personal data)

Sensible however cars will ignore it they do at other locations
!
The childrens swimming lessons are at 4.30. We live in Copmanthorpe so we have to drive as there is no alternative transport to get there. If there were parking restrictions we would have to think about changing swimming lessons as there
If there are permits for parking then parents and carers will have to walk, cycle or use public transport.
Many residents don't have drives for two cars so need Street parking. No park zones during peak hours to redirect parking
In peak times people are parking in the whole area of ostman Road including across the junction of Danebury drive and also on right on the street corners which makes it a nightmare for bus drivers and anyone that lives on ostman road
Residents who live opposite Carr junior school own large vehicles (vans, large cars) it makes it very difficult to see past these when crossing the road.
Resident cars park on Ostman Road parents when dropping off/or picking up children not only park on Ostman Road but on the grass verges, use the close were I live as a car park.
Parents will park on any signed and lined restrictions, regardless of the regulations put in place. They won't see it as parking as such, just dropping off. None of these options will work at all. You need to physically block some parking spaces.
Outside the schools isn't the issue its the top of ostamn Road near the shops with cars blocking cycle routes,bus stops and buss routes reducing parking outside the school will just push mor traffic up here.
As someone who has to travel to the school for pick up drop off and don't park outside the schools and walk the length of
Moving vehicles from ostman road is NOT the answer that would only encourage cars to park even more off side streets
The main problem is around the school gates themselves, and only for 10 mins at start and end of school day. I don't think you should affect parking on whole street, that would be very annoying for the residents. People need to stop parking across or near the gates and across residents driveways, that is the issue. Some safer crossing places would be good too.
My worry with any parking restrictions is that it moves the problem to the local side streets off Ostman Road. This needs to be taken into consideration. Currently some parents park near the junctions of Jorvik Close and Viking Road making
Causes chaos to get down Ostman Road to were we live sometimes virtually impossible to get past
Safety of all road users
Residents need free parking
Parking would be in tostig Ave and thats as bad during school drop off and pick up gours
i live on ostman road and i am sick of cars parking outside my house on the grass,cars and large vans.My wife knows some
I have walked down Ostman Road many times, during school leaving time, and there is no problem with cars parking there
I would also request permitholderonly in iver close as we also have problems with parking school time
To stop people parking across drive ways
I am a father with two children. One attends nursery school and the other the primary school. We cannot walk with both children to their schools. It is not practical. I agree that the road can be abit congested during kids drop off and collection times..but this is only for about 5-10 mins in the morning (8.45am) and 5-10 mins in the afternoon (3pm). If a 'no-parking'
I only park on Ostman to pick up my children from Carr Den after school club. I am on my way home from work so am unable to walk as I would be too late. Parking restrictions at this time (between 5-6pm) would be massively impractical for
Because sometimes I need to park on The street for swimming lessons at Carr Juniors
Not fair to not have parking when school isn't in.

It will save a lot of traffic and less people will be likely to drive
I live a 10 minute drive away from school so will NEED to travel be car, if this street no-longer allows parking it will force card into the smaller surrounding streets and Almsford Road, making them more congested and less safe.
Because there is no reason to close the road to parking outside of school pick up and drop off times- this is the main
Because they are times when parents need to be in school quickly or briefly for an emergency call or to attend to something
My elderly parents collect my son from school once per week and need to park nearby
If kids are ill you sometimes have no choice but to drive and park so peak times would be best
I have to drive because of my length of Journey and that I am continuing onto work. I park where best possible - even if this means a 5 min walk to school entrance. The problem is the people who park in drive ways, blocking access and causing visibility issues and those people who just stop in the middle of the road for people to jump out. Also the no parking zones at

During school drop off and pick up there is just far too much traffic coming both ways. Vehicles (including buses) trying to squeeze past the parked cars, making it dangerous for pedestrians as they always mount the pavement or fling themselves in front of you. Cars are always parked outside resident's driveways. Parents dropping their children off in the middle of the road when they can't find a space, we witness this dangerous manoeuvre every single day. The only answer is to
I for one gave 2 children at this school and come from out of area to bring my children. My car journey is 25mins and would be alot longer on bus due to times and having then to rely on public transport that is now too expensive. If permit parking wasn't to be put in place then this would Make it hard for me to get my children into school due to me having to park few
I only use to drop off and pick up for breakfast and afterschool club. Myself and my husband work shifts so don't have time
Only feel parking restrictions would be needed during drop off and pick up times
All daft maybe double yellow all down one side so the is a clear passage for the buses. Also have the bus come 5mins after
If people can’t park there they will just park elsewhere and cause issues on other street further away. If it’s a problem for
I just feel people who live on the street don't always get parked and also blocked in as so many people just dump and run .
Also people park on dipped curbs and crossing g areas .
To try and force drivers to choose an different option to driving and parking by school.
I currently take 2 children to the infant school and one to juniors. Having to see round parked cars is very difficult, especially with the volume of traffic. This isn’t just at school times as the children also do after school clubs as well which can be an
To make sure children and parents can see when trying to cross the road with out all cars parked all over during school
No one needs to be parking outside of the school at any time of day. If it was during peak times only, you will have users still doing it. Remove it altogether and it would hopefully get rid of the issue.
Putting in restrictions, is only going to backlog the cars into other smaller streets which is going to cause even more issues.
Most children come from streets away from ostman road anyway, so the volume of cars will be the same but on the other
I need to be able to park outside the school in order to drop-off or collect my child. Any further parking restrictions on that
We live in Huntington and attend Carr infants due to my daughters diabetes needs being met here. Therefore it is not
It is impossible to walk to school and then get to work on time and the same for collection as work round school times
There is no reason why people can’t park further up ostman road and walk a few minutes to school. I myself need my car as I go straight to work but I try to park at the top of the road. I see people parked even on double yellows not thinking about
I live in a neighbouring cul de sac and do not want the problem pushing into our street. It's hard enough battling the cars in
Safety of children
The roads surrounding will there fore be impacted and busier with people parking elsewhere so certain drivers will just
People do need to park in the area to drop off at school but it does need to be safer for children to cross so I would support restrictions at peak times. I don't think there is a need to park directly outside school for the majority of parents.
I walk my kids to school and back every day for normal school drop offs and pick ups but I drive and park down Ostmark Road at later times of day, for example if I am collecting them from after school sports clubs. I also drive when I am taking them to swimming lessons at the junior school or for one off events such as parents evenings.

I have a toddler as well and two school runs on foot is doable but if parking was permit holders only or a 24 hour ban it would make those additional trips much harder. For example, with after school clubs we’ve often only been home 20mins after the first pick up before setting off again. This would mean I would need to change our swimming lesson provider and stop the kids using the excellent after school sports club provision.

I have also been considering using the breakfast club provision that the Infants School has just launched but if I’m not able
I am disabled and need to park outside the school. I cannot walk. I dont know what to do if this happens. Disabled spaces
It is only a problem at school times especially trying to cross the road with all the parked cars.
People already disobey the yellow zigzag lines so will still disobey no parking during school hours or residents permit
Neighbouring streets will suffer if no parking is allowed on the street at all.
Usually travel in car to pick up later on from after school club when there are fewer pedestrians do tend to park down the road anyway so not sure how much road is intended on being restricted

Would be inconvenient for residents.
Could widening of the road (school side) to allow 'lay-by' style parking be an option?
Ostman Rd is on a bus route, at busy times buses/cars get stuck behind other vehicles parked on the street.
There are too many cars during school drop off/pick up. Drivers don't park safely and it's quite difficult to cross the road.
Live in ostman road I have no drop crossing which I carnt enter my drive. As of why my vehicle is parked on the corner of ostman road and Danebury drive as no we're to park my vehicle
The road is busy due to not only traffic for school but cut through traffic. When main roads are heavily congested due to accidents 90% vehicles use it as a cut through. So congestion due to school drop also adds to problem. However many staff at school are not permitted to use school car park so use Ostman Road, why should they be penalised unless issued
Residents should be allowed to park. School parents ditching their cars as close to the school gate as possible because
Parents at the moment park on double yellow lines so I doubt they would follow the guidelines at all. A few parent s truly
I have to drive my disabled son to school. He can't walk very far
All this would do is cause more traffic and parking issues on the other streets off Ostman road so would just move the issue
The amount of cars that pass the children coming out of school is awful. Would be safer to have no cars at all during drop
There are a lot of residents that also need access to their homes there are too many parents who drive from down the street or close by rather than walk there should be exceptions for people with disabled badges or people who live outside school.
Drivers dont currently pay attention to the parking zones so i dont feel this will be effective. I think residents need to be able
The parking problems mainly occur at drop off and pick up times, in between isn't too bad.
I believe this would reduce the number of cars and particularly would make pedestrian crossing places safer
Parents who commute to work after drop off have a very narrow window in which they can drop their children to school on time and then get to work on time. I feel this discriminates against those who work and do not have the option to walk to school. It is a very small period of time in which there are more cars on the road. I've been both a parent in the above situation and I now work from home and walk to school so I understand both views.
Removing all parking is unfair and would mean many working parents would be forced to either pay for childcare which with
Although I feel permits are harsh for residents I feel its the only way parents would actually stop parking dangerous on the roads and grass verges. They ignore every other parking warning. Maybe this will work.
Least disruptive to residents
People living on the street must be able to park outside their home. Visitors to the school could use a permit held by the
Buses should not run during school pick up and drop off and school should build car park for parents to drop off plenty of
People that drop off and then go on to work and have quick turnaround times will be penalised, it will only push traffic on to surrounding roads or onto Almsford road. It would make more sense to adapt the bus route to not travel down here during
I need to come/go to work and do not have time to walk further so I would be late every day to collect my children
I normally walk my children to school. On some days I have to drive in order to get to work in time, on these days it would be very inconvenient to not be able to park. And where would people park instead? They would just block up the smaller side
Its chaos at school start and leave times
People have to live there also - if they have cars and work vehicles where they supposed to park them if 24 hr no on street parking - and in current financial climate simply more hardship - you also need to establish what parts of York parents are
None required. Every school gets very busy and it will just mean cars park elsewhere
which ever you do will only result in more parking in nearby streets such as mine which is already difficult with people
Inconsiderate drivers park when and where they like.
It is so busy during drop off and pick up times. It's dangerous for the cyclists and for children crossing. The parking is terrible. People don't actually listen to the rules in place now, they park on yellow lines and block peoples drives. They also
People who live there should not be disadvantage
I see on a daily basis the complete lack of regard many car drivers have for both pupils/ pedestrians along this road. It's ridiculous what happens during school drop off and pick up time.
Drivers use any excuse to park where they shouldn't so if there's an option to park for even a short period they just say they
Way too busy as is. Road should be safe so parents don't drive to pick up all the kids.
Would cause difficulties visiting family

People are going to still park whether there are signs or not you will have to have enforcement daily during school hours to whenever parking is decided upon permit parking is not good
I previously lived in a resident permit parking area near a school and this did not discourage people parking to drop
Safer for school children but doesn't have a great impact on residents.
.
We regularly have our drive blocked, my husband has to battle to get on and off our drive. I have my own children who cross rhe road everyday to get to school and I wouldn't let them do it alone as they can never see past or over all the parked cars. People randomly stop to drop off or pick up kids in the street. The busses up and down are just as bad and are constantly getting stuck. People abandon there cars in unsafe areas like right next to the school gates or across dropped
The demographic of motorists requiring parking in this location will struggle to understand permits and peak times, so a because it then protects children at special events, and makes it very clear about parking.
Simplest to understand, unambiguous.
The issue is only around school drop off pick up times no parking issues on weekends etc
The street is full of cars during drop off and pick up times, parking over crossings and on corners, it’s only a matter of time before someone gets hurt. It’s especially bad when busses are trying to get down there during those times too
I agree with no parking during school hours as this would help massively with feeling at ease taking your children to and from school without struggling to see past cars to cross the road.
There is no reason for none-residents to park on the street
I work at one of the schools and can say it’s an accident waiting to happen. One of the main problems is that it is a bus route. On so many occasions I have witnessed buses coming from both directions at the same time. Then coming to a standstill as they are not able to reverse . I have photo evidence of this which has been emailed to the bus company.
Too much bias towards cyclists each
Residents still need to be able to park on the road and not get blocked by parents picking up and dropping off at school residents near school will be penalized for what is a school traffic problem, and i believe parents will still use cars and park
See below
Dangerous, my children can’t cross the road safely cars are parked constantly on yellow lines, no safe place for children to
That just going make traffic go round the corner to other street near the school anyway
A large majority of parents walk / cycle to school - those who drive do so in order to allow them to drop off their children and get to work on time. Restricting parking would just move the traffic to other streets, and would have a negative impact on parents already navigating very tight time balances to get to school. It would have more positive impact to change the
Because some people drop kids of then have to get to work it is not just parents that park teachers park as well
To make it safer for the children
Parking needs to limited to residents only
I require to drive to school so I can then get to work straight after drop of, and same for pick up I come straight from work to pick up. So if I can’t park outside/ near school would mean I am later for school or late for work. It’s not always an option to walk to school, if I had the luxury of having the time to walk my children to school I would. But unfortunately most people have work to get to. Also I have a child that is a blue badge user.

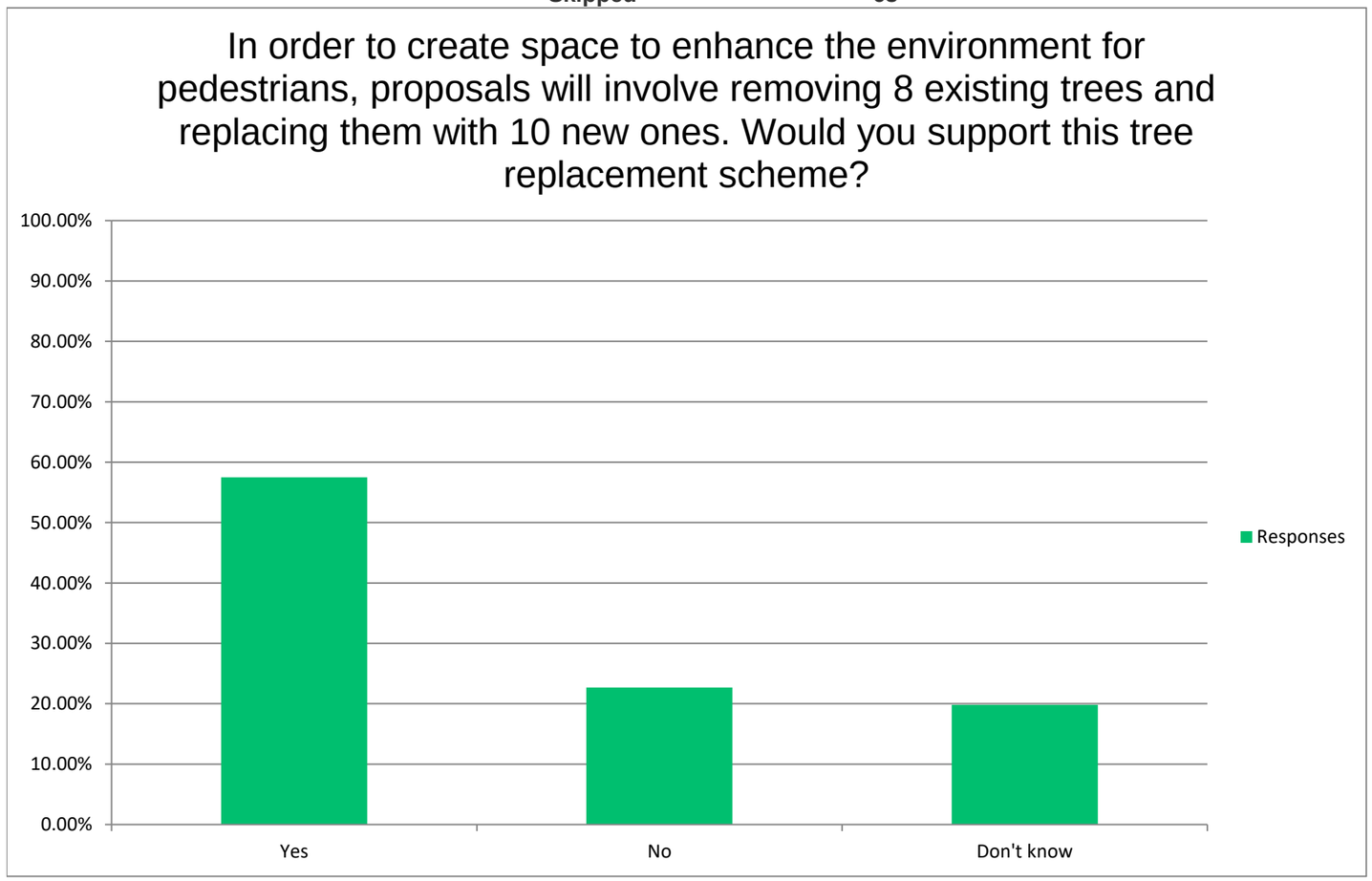
I believe that schools should be allowed to have drop off and pick up times, and during these times they are allowed to park, between then only residents of Ostman Road should be allowed to have access to their homes without fear of being
Schools should encourage parents to walk with Children, noticeable difference when it is school holidays.
A better cycle route would be to use the back entrance to the school and a path built round to the front within the grounds, and the road that runs parallel to Ostman road called Almsford Road as Ostman has to have the bus route on, thus
It will just push car users onto alternative streets in the surrounding area
I feel 24 hour no parking would be too restrictive on local residents. The problem is the school traffic and at other times of
The amount of drivers who do not obey the school signs or respect the residents of the area is quite frankly disrespectful.
Cyclists and Bus Routes experience problems several times daily. Pedestrians feel unsafe walking on the footpath as

Some people drive and drop children off and continue their journey to work. I agree that people need to be more considerate when parking not blocking drives etc but any restrictions only pushes the problem elsewhere. You need to accommodating. Maybe stopping the buses using the road during school drop off and collection hours would make it safer.
It’s only school time pick up and drop off that’s a problem
Cuts traffic for schoolchildren but still permits use of the pool on evenings and weekends
There is no problem with parking outside school hours or during school holidays
If people can’t park in ostman rd then they will park on Tostig ave . It’s already hard to park outside my house during school pick up times as it is . Cars park on the grass verges and damage the grass, and if you come back from shopping/ work
We live on Tostig Avenue. Getting from say Beckfield Lane to the street entrance at peak school times is a nightmare as the parents use the entire length of Ostman which then overflows on to our street. We have had several cars clip out cars, sometimes we can't even park near our house at peak times. A good answer is, give residents, including privately owned
Parking fine
I think with the house residents alone that the ni bee of vehicles that are parked permanently in ostman road is high enough without the added extra of vehicles belonging to parents dropping off/picking up their children. I
The road is usually hard to safely drive down as double parking, parking on yellow lines and parking on junction and yellow
BE SAFER FOR EVERYONE IF NO PARKING WAS INFORCED AS SOME PEOPLE THINK THEY HAVE THE RIGHT TO
To reduce cars and to prioritise pedestrians and cyclists
the road is always full of parked cars during school hours, as presumably there isn't enough parking for staff at the schools, but I'm not sure which scheme would work. People do need to drive to drop their kids off as they're often doing that en route/coming back from work, but if you put parking restrictions on Ostman Road, this will only move the problem to

Ostman Road Survey

In order to create space to enhance the environment for pedestrians, proposals will involve removing 8 existing trees and replacing them with 10 new ones. Would you support this tree replacement scheme?

Answer Choices	Responses	
Yes	57.49%	119
No	22.71%	47
Don't know	19.81%	41
	Answered	**207**
	Skipped	**63**



Ostman Road Survey

Is there anything else you would like to tell us?

Answered	**103**
Skipped	**167**

Responses (Some responses have been removed so as not to reveal personal data)

It is important to encourage families to walk, cycle or take a bus to travel to school and Ostman Road.

Unfortunately there are too many journeys taken by car or other vehicles.

By removing 8 trees, you should plant at least 32 trees. Plant three times felled trees to make a positive imact

If there is no room on the road they on grass verges

It is very difficult to cross the road at peak times. There is always alot of moving traffic coming from both directions. Cars always park across didicated crossing points and block access to tactile paving making it dangerous.

Not that many trees on Ostman Road and trees would only
block the view for children that have to cross the road. Neither school as a crossing lady.

Double yellow lines outside the shops would be a good solution.

Making the drop off area bigger IE the length of the school grounds for no parking or double yellow along the road outside the school grounds

REMOVING TREES TO PUT MORE TREES??? IF YOURE GOING TO TAKE THEM OUT TJEN MAKE PARKING BAYS INSTEAD FOR F CREATING MORE DOG FOWLING AREAS THAT ARNT MAINTAINED!!! THERE IS A HUGE FIELD AT THE INFANTS DOING NOTHING MAKE IT INTO A CAR PARK!!! WHEN THE SCHOOL WAS BUILT WHY WAS PARKING NOT TAKEN INTO CONSIDERATION?? WHY IS THE BULK OF THE TRAFFIC OVER ONE SIDE WHILSTE ALMSFORD GETS HARDLY ANYTHING??? WHY ATE THE DOUBLE YELLOW LINES IN TOSTIG UP TO THE WALKWAY ON ONE SIDE BUT OVER THEM ON THE OTHER MEANING WE CANT EVEN PARK OUTSIDE OUR OWN HOUSE??? This scheme is ridiculous and will not solve anything just encourage drivers to be even more than f a nuisance and park down Tostig and other side streets! People who live in close proximity should walk too also people gossiping outside the school gates is unnecessary they park then stand gossiping !

Anything to green up the area and make it more attractive would be lovely. I don’t suppose there is space to add a cycle lane? Maybe more signage at top and bottom of road and fining people who parking badly, that would stop them - it tends to be the same repeat offenders

There are wide grass verges the entire length of Ostman road on both sides. Taking 30 cm off either side and widening the road would increase visibility and easy congestion along here and make room for any cycle lanes required.

at school times vehicles park across driveways blocking access the best thing you could do is put double yellow lines down both sides of ostman road

Create more off road parking outside betting shop and get rid of road humps to stop ground tremors from buses going up ostman shaking houses

As living on tostig Ave..this is terrible during school drop off and pick up ..cars blocking drives... I asking on grass verges which is unsightly in winter ..the grass just turns to mud. ..

Ivor close gets a lot of cars parking down there and on the footpath,no one can walk around.

with living with inconsiderate/ abusive/ driver who park where they like even over driveways of disabled drivers on ostman rd this is a good step
The condition of the road and the speed bumps are terrible and this is very dangerous for children crossing the road to school and also dangerous for cyclist and road users. Without doing the road first no matter what you do in regards to the parking issues people will still not use cycles and walk as the road has damage and pot holes from top to bottom

No
Only to look at permit parking for residents in iver close
I drive to school because we live in poppleton and I have to travel to heworth to get to work

I don't feel this will help at all.
I only park on Ostman to pick up my children from Carr Den after school club. I am on my way home from work so am unable to walk as I would be too late. Parking restrictions at this time (between 5-6pm) would be massively impractical for me.
I do understand at drop off and pick up times conditions might be different. My husband does walk or cycle at these normal times.
There should be a zebra crossing by the school.
You need to change the bus route and prevent the buses from driving down this road

They are kids who stay far 20mins walk from school and may need to come by car sometimes to meet up time. Hope they will be considerations.
If you don't do sonething soon a child will be seriously injured or killed. Unfortunately too many parents just want to park right outside the school gates and have no regard for pedestrians or cyclists.
Drivers disrespect people's houses & driveways
What alternative will be offered for working parents?
The road service is dangerous for cyclists. I have raised this previously with the council, which saw some potholes filled in. However, this was done so poorly and patchily that it actually made the surface worse. Now there are holes and a long channel of damage exactly where a cyclist travels on the road, actual 'original' road surface, and raised 'new' surface where some holes were badly filled in. It's an accident waiting to happen.

The entrance and exits need to be blocked to everything during the drop off period.

I think bus times need to be reviewed to avoid busy times
Has consideration been made to a defined cycle lane?
The bus route is also hazardous during school hours as it often means there is a hold up of traffic and creates a problem with waiting for the queue of traffic to let you cross the road.

Further parking restrictions on Ostman Road will have a severe impact on parents who live further from the school and those that have physical impediments. At the moment we, as drivers, are already limited to parking on one side of the road and are always careful not to block private driveways. Furthermore, to the best of my knowledge, no child has come to harm as the result of parking on Ostman Road.

If you stop people parking on Ostman Road then they will just move to other streets like Almsford Road, Viking Road, Tostig Avenue, Celtic Crescent etc and the same thing will happen again in these streets. This won't solve the issue it will just move it somewhere else. Sadly, working parents don't have the time to casually walk to and from school in this day and age. Having two busses running up there at the school drop off time also does not help.
If you live Almsford Road side then you cannot access the school from this side during the day for the nursery which means that people will drive round to the Ostman Road side.

Grass verges are always muddy and dirty they could be adapted and paved and used for residents parking instead of being chewed up by cars on them
I already walk to and from school each day
The parking and traffic needs to be addressed on the almsford Road entrance too! People parking on zigzags, on the path, in the ENTRANCE to school! Inconsiderate and dangerous!

I would just put traffic enforcers there more regularly as that deters people parking dangerously.
Thank you for asking for our feedback. I know it's busy down the road during drop off and pick up times but as a Mum who does school drop offs and pick ups every day I don't feel my kids are in danger. To create a 24hr ban on parking or residents only parking seems a bit extreme in comparison to the level of the problem currently. I imagine it will also only move the problem elsewhere as the same people who drive now will just start parking on other streets. So if a ban of some sort is the solution decided upon I would recommend a ban during peak school times would be better so the different streets share out the frustration, rather than just moving it elsewhere.

Disabled spaces needed please. I need to drive to school. I cannot walk
The road is absolutely terrible for cyclists - coming down the hill on your bike is dangerous due to hidden potholes.
Yes it so ridiculous the way the cars park even on the grass outside school or over the crossing it is shocking the way the cars park outside school
The majority of parents driving their children to school like within 1km of the school. Myself and other parents living 2 miles away only drive to the school because we absolutely have too.
Haven't noticed any trees being an issue
Why not add benches on green verges at Carr infant as many parents park up on green verges in-between current trees.
The parking down Ostman is ridiculous. People park across driveways and then abuse residents who ask them to move! I'm a pedestrian and frequently cannot find a safe place to cross to get my child to school, because inconsiderate people are parked across the dropped curbs. I dread to think how bad it must be for people with visual impairments!

Outside the co op is very dangerous as well people pull onto areas not suitable for parking. Costcutter is terrible as just pull across an areas that the children are crossing!!

I live on danebury drive and it's a bus route which cars park all along the street even over the driveways sometimes and grass verges there is a lot of congestion on a very busy road

There is a bus route on Ostman Road, I feel it would be beneficial to halt the service during drop off and pick up as many drive too fast.

Buses cause the most chaos so I would consider changing their routes for morning drop off and afternoon pick up times.
Maybe ask the school to enforce parents to not pull into the small drive entrance to drop and pick up which is where most children try to cross and come out of school.
The bus stop needs moving that's the main problem why the road gets so congested two buses come at the same time when cars are parked along and the top and everyone's stuck.

Restrictions on non resident parking need to be strongly enforced and other places to park in the area need to be restricted too otherwise the problem will shift. Buses still need to use the road and these are as (if not more) dangerous than parking problems the way most bus drivers drive in York in my opinion
Road surface needs replacing properly while kids off school places are been repaired that ain't used as much
I only park on Ostman Road on days when I cannot walk / cycle instead, so not being able to park on ostman road wont' stop me driving, I will just park on a different street, which pushes the problem somehwere else
What is wrong with the existing trees in Q7? Will they be repotted to another area?
Where are the plans or impressions of the scheme and what are you doing to protect cyclists ?
Much rather see you resurfacing this road - it's an ice rink for cyclists in winter because it's concrete
Established trees will be far better for the environment - not just pollution but also local ecosystems
You are not considering the affect its going to have on other streets near by. The amount of people that park down our small cul-de-sac - constantly parking over our drive, on the grass verge at end and blocking pavement, nothing is never done down ours or double yellows??

The fact its parents parking dangerously is concerning, you sent one parking attendant down giving out fines, next day they are parking in the same places again across footpaths / double yellows!! The house on corner of tosqig avenue is constantly parking on double yellows with his truck and trailer - and nothing has been done here!

the road itself is in terrible condition near Carr juniors - I don't use my car for work, I use my bike instead and nearly come up of it a few times with the amount of potholes! Even when I do use my car its so uneven!

You have bollards on the grass verge near tosqig, yet parents can drive on to this, even all the way down ostman, why aren't they more space together? to stop people parking on the grass verges, someone nearly knocked over my child when this happen and i contacted school regarding this and again nothing was changed.

The bus also courses way more problems - why should a bus be coming down ostman as such a busy time when there is only one way for traffic to travel with the amount of cars parked.

This road is an accident waiting to happen, I am really surprised there hasn't been an accident yet.

Parking enforcement needed.

Stop buses during school drop off/pick up times and cut drop off points into the verge

I walk everyday so it doesn't necessarily affect me hugely now but I know when my eldest child goes into year 6 I will not allow him to cycle (as he should be able to) simply because it's too dangerous
The scheme should also include Celtic Close and Jorvick Close as at present people park there at school pick up and drop off times and it is very difficult for residents. Stopping parking on osman Road will only make matters worse there if you don't include them

Something needs to be done. Parents may complain about having to walk further if they cannot drop off right outside both infant and junior school but the same parents would then want something to be done if it was one of their own children who was injured by the complete stupidity of these drivers. It has got so much worse over the years. I personally have seen many near misses on this road and this is from parents dropping off and picking their children up.
Why remove trees and replace with others
Why do the trees have to go, can they be moved?
Bus route past the school causes many problems too at peak times
There are no crosswalks for the kids people race up and down the streets there's not a lot of room for cars to pass. Butters sometimes have to wait a few minutes before one line of traffic passes and children have to weave in and out of cars and cyclists and Buses to cross the road not safe at all
The council need to also consider the situation on Almsford Road which is similar to Ostman Rd. Will these changes push more drivers on to Almsford Road?
Bus route should be kept as this is important to many residents.
I've had some near misses cycling past the school on my commute, please design safe ways for cyclists and pedestrians to interact.
Strongly against removing existing trees
Buses are a massive issue !!! Too many most of them empty the times hit the above school times which then adds to the safety issues of children I've seen buses mount kerbs reverse right back up Ostman road buses should also be stopped during drop off pick up or sent another route. Buses also drive over speed limit my house shakes every time one passes it's not just cars the double decker and ordinary buses needs sorting as well

No
Divert the bus route, from what I have witnessed over the last 4 years the buses have very few passengers , if any at all
Maybe introduce zebra crossings on Ostman Road at the entrance to both schools therefore creating safe areas for children crossing the road
propose council would provide drop kerb driveways for tenents
I live in this street it is a nightmare traffic wise. It's become so busy with traffic up and down. School times are horrendous people park wherever they like and block your driveway. It is very dangerous for pedestrians especially children as cars are everywhere and people also driving up and down. With hardly any room for anyone to cross safely. I'm surprised there hasn't been an accident before now. Also the buses are arriving at the same time as school starts and leaves which they also struggle at times to get down the street or into the bus stops as people park in the stops. I also think something could perhaps be done to restrict the traffic flow in general as it's become a rat run. So what was a fairly quiet street. a few years back has become a very busy road.

A traffic attendant needs to be in the area to stop cars parking on yellow lines.
It seems an odd decision to remove existing trees to replace them with new ones.
Rather than adding new parking restrictions I would suggest enforcing the ones which are already there - problems are caused by people parking on double yellows, in the private road, and across drives with no consequences, so I'd suggest enforcing these restrictions would make more difference than adding restrictions that penalise people who are trying to park reasonably and sensibly.
I think some sort of crossing to the school would make is more safe taking the children in to school a lot of parents have said the same
I would just love to be able to arrive home from work at least once in my life, be able to enter my property smoothly or be able to park outside it, please are always blocking thee driveways of residents
I think something definitely needs to be done. We walk to school everyday but the people who use cars, don't do so safely and pull in while children are trying to cross the road, reverse into people while they try and cross.
Living close to one of the schools we have spoken to the school many times with worry with people parking, dropping off
Residents of Ostman Road should be allowed the option of having a driveway installed so they aren't restricted to park if the changes are implemented
All of ostman road should be restricted parking. All the residents have the option for parking on drives. On street parking is hazardous because the road isn't wide enough.

Develop the much quieter Almsford road for bikes etc. Perhaps a crossing for pedestrians on Ostman. Otherwise leave it alone.
Lack of crossings on beckfield lane / wetherby road makes travel very difficult for those who live further away from the school, the street is only busy for around 20 minutes twice a day very rarely are issues but the road is dangerous with no safe crossing space should have a zebra crossing - the pot holes near junior school are absolutely terrible for cyclists

Please make the journey to school as safe as possible. Please think about emergency services, caregivers and bus companies to make their journey safer and less disruptive. The schools do all they can but parents who drive vehicles to take their children to school disobey letters and signs. Have the areas patrolled more. Thanks

No
Surely it is possible to introduce parking restrictions without removing established trees

The roads are terrible for cycling down ostman rd potholes and cracks all over . This puts me off cycling as I have fallen off my bike before down here.
Yes please fix the pot holes have reported them numerous times there horrendous when my daughter has to travel in the back of our adapted vehicle
No
I personally don't think that the issue is the environment, I honestly as a parent who walks to/from the school feel safe walking down the street. I can understand that for those parents who do the same but have to cross the road with their children that their walk will feel much less safe due to the lack of safe places to cross but once the high number of cars parked back to back on the road is tackled, those pedestrians who need to cross the road should feel the benefit and feel safer immediately.

No

Ostman Road Survey

If you feel you may be disadvantaged by any of the design options presented, please detail why below:

Answered	**58**
Skipped	**212**

Responses (Some responses have been removed so as not to reveal personal data)

No. I just hope it makes a difference as it’s not just cyclist it’s pedestrians and also residents

We live down one of the side streets (Jorvik Close) and are concerned that changes might push car parking and drops off to our cul-de-sac, causing danger and more problems for us.

N/a

Tress would block the view would not see on coming traffic or the bus that uses this road

Where are the trees

It doesn't matter what happens there will always be an issue with parking around that area , as someone who does not park directly outside the school and try to walk at least some of the way to the school

If you restrict parking outside the school, you're just causing more congestion for either end of Ostman Road.

As stated above this will not solve the traffic just move it into other streets! A car park of getting rid of the verges and making spaces is the best way and making people who live in the area walk, I know people who live round the corner and drive to the school!

As above

I would be concerned the volume of traffic will not reduce, they will find other streets nearby to park. My street is already busy with residents parking outside their homes. People are already using the surrounding streets to drop / pick children up, restrictions to Ostman Road will only add more congestion to surrounding streets.

See comment above.
Unable to pick the children up from Carr Den on time with work commitments.

I sometimes need to park on the street for swimming
As previously stated, if parents physically need to drive to school these actions will disadvantage us and be an issue. The impact with be merely moving the “problem” (which I don’t think there is) to neighbouring smaller, narrower streets and in some cases forces parents with small children to cross several busy roads. I can’t see how that’s an improvement on safety.

As in number 8

Some of us have to drive we dont have any option to make it so no parking was available will just gridlock surrounding residential streets
See above
Although I cycle/walk to school I work shifts so sometimes I need a car otherwise I would be late to work or picking up the children. From school and the wrap around care (breakfast club/after school club)

I have a child that point blank refuses to walk to school, she has a additional needs and is very challenging at times. Preventing me parking outside school will cause a lot of problems for myself trying to get her into school. I also then go straight to work. Are you gonna pay me the half hour extra that I miss from going straight to work from school? Or childcare so that I can get to work later and work later to make up my time? It isn't practical to ban cars from a street just because it's a school street. I've never seen one child get hurt in the 5 years my children have been going to that school. The only thing that's rubbish about the street is the buses it's far too narrow to be a main bus route but I see the advantages for those parents that travel on the bus to work. Maybe if you made the road wider instead it would stop the traffic problems more appropriately or got rid of the grass verges so people can park like they've done down many streets. That would make it easier for pedestrians to see the whole road too.

Parents who need to get to work and live at a distance to the school.

N/A

If you are going to restrict, then you need to make parking suitable elsewhere. It doesn't always work for people to walk or cycle, it needs to be fair for everyone.

I feel that the council has already decided to impose further parking restrictions on Ostman Road and that this survey is being presented as a query to drivers: "Why aren't you willing to walk/cycle/scoot to the school so that we can go ahead and appease the residents of Ostman Road?".

Again the problem needs sorting on the existing road, not pushing into neighbouring streets! Needs widening without removing trees. Parents that drive cause traffic, they abandon their cars anywhere they like including on footpaths, across our cul de sac, on dropped kerbs, in bus stops. Bays need to be made to accommodate the people who have no choice to drive, cyclists need to be better accommodated too. Rules need to be enforced and tickets issued to badly and dangerously parked cars!

I park further away from ostman road, I need to drive my children to school as we live far away and then I need to travel to work but if the impact of no parking is implemented more people will park further back on different streets making it more difficult for those like my self who actually need to drive and park to take my children to school.

I think my kids will be disadvantaged. I currently let them do after school clubs which they enjoy and which benefit their physical fitness. The school clubs are much cheaper than if they were to do dance/choir/sport elsewhere. If I'm not able to park to collect them when they finish at 4.15 I will have to reduce the number they attend as it's too much for my youngest child to do 3 school runs a day by foot. To just do drop off and pick up then drive for the 4.15 collection makes it work well. So my kids would be disadvantaged as I'd need to stop them attending those clubs because having them do sport elsewhere is much more expensive. Thanks again for listening to our views.

Disabled spaces needed. I would not be able to walk to and from school 3 times a day, there and back to drop off and collect my children. Please consider this and make a few disabled spaces or permits please.
Everyone should have a driveway and be made to use it
School staff that are not able to use school car parks.
People who have mobility issues with disabled badges should have better access to the schools
Not myself personally at the moment unless my job role changes but plenty of other working parents who depend on being able to drive to then go straight to work afterwards will be penalised by no parking and left in a tough situation.

I can’t park outside my own house because of people parking at the shops

No
If I have to walk to school it will mean I need to extend childcare hours or working hours.

I have always parked sensibly and feels unfair that I will be penalised moving forward for the actions of others. Get some traffic wardens to patrol instead I’m sure if the rules are inforced for a short time people will catch on.

Not sure what this means
See above
I don’t see how anyone can. It’s quicker to park around the corner and walk.
People who drive down Ostman always get stuck, delayed etc so those who think it’ll delay them to work are probably mistaken
Needs extending into Tostig avenue
It all depends on where the parents decide to park when dropping off their children - i.e. will they just cause a blockage in a different part of, or another, road on my route.
NA
I haven’t been privy to the detail of any design options presented, you have merely outlined a design philosophy to restrict parking.
I live at the top of ostman road I hope the design applies to the full road otherwise it will just move the school cars further up the street.
No

I live on Almsford Road where there is also a very busy school entrance. A lot of cars also park up and down Almsford Road and also on the side streets and I am worried that the Ostman Road restrictions will have an adverse affect on Almsford Road and I hope that this will be taken into consideration and not take the problem away from one area and put it into another. I hope this will be considered and monitored if restrictions are approved on Ostman Road.

parking restrictions near my house
I live on Tostig Avenue which joins Ostman Road opposite the school. Parents already park their cars on the road to do the school run, often blocking our drives. I agree something has to be done but this will also affect other roads.

I have to travel by car to school as it is a long journey for me, I know some parents only live round the corner and come in the car, but I do understand how busy it is near school which is dangerous for are children.

As someone who walks wherever possible, but does sometimes need to drive to meet work commitments, it would make it really difficult to get to work on time if I couldn't park near school, which adds another barrier to parents being able to competitively access the job market. Due to low birth rates, also, numbers of children across the city are falling, and it could potentially disadvantage Carr if people perceive it as being a difficult school to drop off at - this could have a longer term negative impact on the local community if numbers were low.

Doesn't help with the traffic and congestion down ostman road when you have 2 busses travelling down there at peak times

Driveway should be installed to residents who are forced to park on the grass due to no where to park on the roads

I don't understand your obsession with cutting trees down or reducing residents parking.
I feel you look at making tostig Avenue no parking at school time as parents just going to park down our street and block drives
I feel that if parking is restricted down ostman rd then this will disadvantage residents on Tostig ave. Unfortunately the high cost of a drop kerb and driveways prevents me from having my own parking. The traffic is dangerous down our street already with kids running about and cars lined up everywhere . This will only get worse if parking restricted down ostman rd .

Please do this fast it’s been along time coming and there is going to be an accident soon

If you make the Ostman Road a no parking zone all this will do is filter out on to our street even more than it does now.

City of York Council

Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place
Service Area:	Active Travel Programme
Name of the proposal :	People Streets / Ostman Road
Lead officer:	Bethan Old
Date assessment completed:	20/06/2022

Names of those who contributed to the assessment :			
Name	**Job title**	**Organisation**	**Area of expertise**
Bethan Old	Project Manager	CYC	Project Management

Step 1 – Aims and intended outcomes

1.1	**What is the purpose of the proposal?** Please explain your proposal in Plain English avoiding acronyms and jargon.
	To improve the environment for pedestrians, cyclists and mini-scooter users on Ostman Road near Carr Junior and Infant schools by reducing the impact of traffic.

1.2	**Are there any external considerations?** (Legislation/government directive/codes of practice etc.)
	▪ Cycle Infrastructure Design LTN 1/20 ▪ Design Manual for Roads and Bridges (**DMRB**) ▪ Manual of Contract Documents for Highway Works (**MCHW**) ▪ Specification for Highway works (**SfHW**) ▪ Traffic Signs Regulations and General Directions 2016 (**TSRGD**) ▪ Manual for Streets ▪ Structural Eurocodes ▪ Building Regulations ▪ Traffic Signs Manual 2019 ▪ Inclusive Mobility: a guide to best practice on access to pedestrian and transport infrastructure ▪ Guidance on the use of Tactile Paving Surfaces ▪ CYC Arboriculture Policy 2017 & BS5837 Trees in relation to design, demolition and construction

1.3	**Who are the stakeholders and what are their interests?**

	CYC Internal – Maintaining the effectiveness of the authorities existing highways infrastructure, Preparing the network for changing future demand, Raising public awareness of upcoming changes, Utilisation of the network during construction periods. Transport Planning , Sustainable Transport Service, Road Safety, Network Management, Network Monitoring, Streetworks , Public Protection – Air Quality, Development Management, Communications, Highways, Major Transport Projects, Design, Conservation and Sustainable Development, Parks and Open Spaces, Waste Services, Finance **External – User experience of Ostman Road** General Public Residents/businesses on and in the vicinity of Ostman Road Parents and children who attend Carr Infants and Junior Schools Staff affiliated with Carr Infants and Junior Schools No 5 bus

1.4	**What results/outcomes do we want to achieve and for whom?** This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	Improved environmental appeal and safety for pedestrians and cyclists on Ostman Road through:

	• Reducing the impact of vehicles and parking • Planting vegetation • Improving footways and public spaces • Installation of pedestrian crossing facilities Proposed changes will encourage active travel and move priority towards pedestrians, providing children and parents with a safer, greener way of getting to school. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.

Step 2 – Gathering the information and feedback

2.1	**What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?** Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.

Source of data/supporting evidence	**Reason for using**
Preliminary Internal Consultation with the groups indicated at section 1.3 completed from the 16th May to the 20th May 2022. Stakeholders were contacted via email and provided with details of the proposed changes along with annotated preliminary design drawings.	To get a direct response to preliminary design options from a range of groups who may have existing technical knowledge of specific issues at the location.
Preliminary External Consultation with the groups indicated at section 1.3 completed	To gather the opinions of a variety of users of Ostman Road, to identify trends and to give the public a chance to have their voices heard.

from the 1st June to the 30th June 2022. Stakeholders were invited to complete an online survey to gather their views on the existing state of Ostman Road and proposed changes. Residents were contacted via post, schools were contacted via email, and social media posts invited the general public to contribute.	

Step 3 – Gaps in data and knowledge

3.1	**What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.**
Gaps in data or knowledge	**Action to deal with this**
Stakeholder groups with technical knowledge that may identify design features that disadvantage certain protected characteristics noted in the Equality Act 2010	Public Executive Member Decision Session to attract more attention to the scheme, and the maintaining of a scheme specific inbox throughout the project lifecycle so that anyone can have their say at any time.

Step 4 – Analysing the impacts or effects.

4.1	**Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?** Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations**.**

Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	The evidence obtained during consultation suggests that proposed changes will be beneficial for children, as they promote healthier travel to school and positive engagement between children and the environment around them. Parklets and benches will also provide pedestrians with areas to sit for a break, which may be helpful for some elderly people with mobility impairments.	Positive	High
	The evidence obtained during consultation suggests that certain features in the design proposals may not be safe for children. The point was raised that children are prone to climbing and playing on street furniture, and since these would be placed in close proximity to the road this poses a risk that children may fall into the road. If this scheme is progressed through to Detailed Design, these features will be scrutinised with this in mind.	Negative	
Disability	The evidence obtained during design suggests that the installation of crossings will make it easier to and reduce the risks associated with crossing the road to pedestrians with mobility impairments.	Positive	High

	Parklets and benches will also provide pedestrians with areas to sit for a break, which may be helpful for some disabilities.		
Gender	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Gender Reassignment	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Marriage and civil partnership	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Pregnancy and maternity	The evidence obtained during design suggests that the installation of crossings will make it easier to and reduce the risks associated with crossing the road to pedestrians with dependent children and mobility impairments due to pregnancy.	Positive	High
Race	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Religion and belief	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Sexual orientation	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Other Socio-economic groups including :	**Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?**		
Carer	The evidence obtained during consultation suggests that the installation of crossings will make it easier to and reduce the risks associated with crossing the road to pedestrians with dependents.	Positive	High

Low income groups	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Veterans, Armed Forces Community	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Other			
Impact on human rights:			
List any human rights impacted.			

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

High impact (The proposal or process is very equality relevant)	There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.
Medium impact (The proposal or process is somewhat equality relevant)	There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights
Low impact (The proposal or process might be equality relevant)	There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	**Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is being done to optimise opportunities to advance equality or foster good relations?**
Further investigation into the risks associated between children and street furniture in close proximity to the road, if the scheme should be progressed to Detailed Design. Maintain the ostmanroad.improvements@york.gov.uk email inbox so that anyone wishing to draw attention to risk factors or ways in which protected characteristics are disadvantaged can do so.	

Step 6 – Recommendations and conclusions of the assessment

6.1	**Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:**
- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.	

- **Adjust the proposal –** the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.

- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty

- **Stop and remove the proposal –** if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	**Conclusions/justification**
No major change to the proposal	The project demonstrates that suitable consideration has been taken into account with regards to proposal designs and their impact on those users who share a protected characteristic and does not lead to unlawful discrimination. The project is part of a wider Active Travel Programme, which will continually monitor developments in available technology which could further enhance the user experience of pedestrians and cyclists. This will also be informed by continued interaction with stakeholders. Each project proposed for construction is subject to road safety assessment and where recommended, Road Safety Audit which will lead to further considerations as part of the design and installation process.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	**Action to be taken**	**Person responsible**	**Timescale**
Additional Stakeholder Identification	Appropriate groups/individuals representing protected characteristics to be identified and invited to contribute feedback on designs, should the scheme be progressed.	Bethan Old working in conjunction with the CYC Communications Team	ASAP

Step 8 - Monitor, review and improve

8. 1	**How will the impact of your proposal be monitored and improved upon going forward?** Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Members of the general public are free to provide feedback through any of the authorities communication channels and where required and possible, officers will undertake further steps to improve user experience. Learning will be shared with other Active Travel Programme officers, and will be incorporated into this and future schemes.

This page is intentionally left blank

PEOPLE STREETS | OSTMAN ROAD

WORKSTAGES 1 – 3 | CLOSURE REPORT

City of York Council (CYC)

June-22

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Mollie Fisher	Luke Oddy	Neil Brownbridge	Neil Brownbridge
technician	Senior Engineer	Regional Director	Regional Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position

Distribution List

# Hard Copies	PDF Required	Association / Company Name
n/a	1	City of York Council

Prepared for:

City of York Council (CYC)

Prepared by:

AECOM Limited
5th Floor, 2 City Walk
Leeds LS11 9AR
United Kingdom

T: +44 (0)113 391 6800
aecom.com

Table of Contents

Figures

Tables

Executive Summary

Located approximately two miles west of York city centre, Ostman Road in Acomb has been identified as a potential location for '*People Street'* enhancement measures. Broadly speaking, this involves reducing the impact of motor vehicles to create a more pleasant and appealing environment for people to walk, cycle and negotiate. Reflecting the adjacent location of Carr Junior School and Carr Infant School on the north side of Ostman Road, a key existing issue is the prevalence of parked vehicles during school drop-off and collection periods. Parked vehicles can also impede the passage of the No.5 bus service, the passage of cyclists, and affect access to private driveways on Ostman Road.

A trial layout was implemented by Sustrans in March 2021 whereby two large and four small buildouts were temporarily placed in Ostman Road to significantly reduce the space for parent parking during school drop-off and collection periods and to create areas for people to congregate. Of recipients surveyed during and after the trial (parents, carers and residents), 95.5% stated they would support the implementation of similar interventions.

To inform scheme design and optioneering, site visits and a range of survey data has been collected, collated and analysed. This has included 24-hour speed and traffic flow surveys; a pedestrian movement survey and a parking beat survey, both undertaken in 5-minute intervals before, during and after school drop-off and collection periods; manual classified turning count data; and recorded personally injury accident data. The above evidence base has specifically confirmed that there are the following specific existing issues on Ostman Road:

- 85th percentile traffic speeds exceed the posted 20 mph speed limit by typically +3/4mph.
- Occurrence of kerbside parking during school drop-off and collection periods is highest along the southern kerbline, in particular east of the junction with Tostig Avenue. Existing traffic restrictions in the form of 'School Keep Clear' and double yellow road markings along the northern kerbline are generally adhered to.
- As expected, the highest proportion of pedestrians cross Ostman Road in the vicinity of the school entrances, without any existing formal pedestrian/cycle crossing facilities.

To ensure proposed schemes were not just focussed on engineering measures but also about creating a sense of place, AECOM Traffic Engineers and Landscape specialists worked collaboratively to develop three potential scheme options. These options were discussed with CYC Officers during interim progress meetings and are summarised in the table below with increasing levels of intervention and associated costs reflecting the inclusion of variable design features.

Option	Summary Description	'Low' Cost Estimate	'Medium' Cost Estimate
1	**Retention of existing kerblines** with landscaping enhancements on both sides of Ostman Road	£670K *(£445K for localised interventions only)*	£740K *(£515K for localised interventions only)*
2	**Modular buildouts** along northern kerbline with landscaping enhancements on both sides of Ostman Road	£740K	£765K
3	**Full construction parklet with new kerblines on both sides** (wider footway/verge) with landscaping enhancements on both sides of Ostman Road	£950K	£1.09M

Common features across all three design options include:

- Proposed parallel (Zebra) pedestrian/cycle crossing facilities in close proximity to the school entrances
- Gateway features to improve conspicuity of the 'School Street'
- 'Continuous footways' across side roads / school entrances

- Replacement of the existing concrete block footway with chipped asphalt footway surfacing
- Traffic calming enhancements
- Varying levels of optional parking restrictions.

The three options are to be presented to Elected Members for a decision on how to proceed.

1. Introduction

1.1 Study Area

The study area, shown in Figure 1, is the section of Ostman Road between Viking Road and Danbury Drive, approximately 2 miles west of York city centre, in Acomb. Ostman Road provides access to two school main entrances, Carr Junior School and Carr Infant School are accessed along the northern footway and located to the north-east and north-west of the study area respectively. Ostman Road also serves the No.5 bus both eastbound and westbound.

Figure 1. Ostman Road – Site Boundary

A significant number of parents currently park directly outside the schools during school drop-off / pick-up times causing problems in terms of safety for children crossing the road; safety for cyclists using Ostman Road; blocking of residential driveways; and delays to No. 5 bus due to congestion. Improvements to the environment for cyclists, pedestrians and residents on Ostman Road outside/near Carr Junior and Infant schools are therefore required, through reducing the impact of parked vehicles.

1.2 Site Trial (in 2021)

Sustrans carried out a trial on 10/3/21 in which 2 large and 4 small build-outs were placed in the road ahead of the school drop-off period and were left in place until an hour after the end of the school day. Of recipients surveyed during and after the trial (parents, carers and residents), 95.5% stated they would support the implementation of the street design trialled.

Images from the Sustrans street trial are shown as Figure 2, with an indicative street layout included within the accompanying Sustrans Report provided as Figure 3.

Figure 2. Sustrans Feasibility Study Trial

Figure 3. Sustrans Feasibility Report Indicative Layout

Following this initial trial, CYC commissioned AECOM to deliver up to three Preliminary Design solutions to enable a proposed scheme to be taken to consultation. The project aims and objectives are set out below.

1.3 Project Aims

The aims of the scheme are to address the following:

- A solution that resolves safety and amenity issues caused by parked vehicles during school peak drop-off and pick-up times.
- To improve the safety and amenity of cyclist journeys along Ostman Road.
- To determine a design solution that both supports model shift and enhances the public realm / streetscape.

1.4 Project Objectives

- *Implement a solution to resolve the safety and amenity issue* - Feasibility work will determine options for rectifying the existing issues, with the ultimate objective of gaining approval from CYC Transport Board and implementation of the most appropriate solution.
- *Enhance and encourage active travel* - Evaluate measures to enhance active travel and look to implement design solutions that encourage and facilitate modal shift and to discourage parent parking during school drop-off and pick-up times.

1.5 Report Structure

In order to achieve the project deliverables and objectives, AECOM proposed a staged approach with Key Workstages shown below, with further detail provided within the associated Commissioning Brief, approved by CYC on 3rd February 2022.

This document is the first of two reports to be provided and covers Key Workstages 1-3. Report 2 will be issued after completion of Workstages 4-6, assuming the scheme receives approval to progress beyond preliminary design.

Following on from an initial workshop meeting with CYC at Concept Design Stage on 19th April 2022. This report provides information relating to AECOM's proposed Preliminary Designs and associated supporting information to inform the Executive Members / Transport Board decision process. The remaining sections of this report are structured as follows:

- **Chapter 2** summarises details of the Site Visit & Concept Optioneering
- **Chapter 3** provides results of Survey Data
- **Chapter 4** provides a summary of the Preliminary Design proposals
- **Chapter 5** provides details of High-level Cost Estimates
- **Chapter 6** summarises potential Design Feature Variables as required by CYC
- **Chapter 7** provides a summary of potential Traffic Regulation Orders (TRO);
- **Chapter 8** details both the Existing & Proposed Audits Scores
- **Chapter 9** concludes detailing a Summary and Next Steps.

Supporting technical appendices are referenced as appropriate.

2. Site Visit

2.1 General site observations

Before considering design proposals, AECOM undertook a site visit on 17th February 2022 between 2pm – 4pm to gather information during a typical school PM peak.

Ostman Road is considered to be a low trafficked street, with a moderate proportion of residential parking on-street near to the schools. However, during school pick-up / drop-off times, for a period of around half an hour, significant increases in parking are experienced, between its junctions with Danebury Drive and Tostig Avenue. Existing parking observed during the site visit between the hours of 3–3.30pm is shown in Figure 5, in images A, B and C. Other general site observations included:

- Parking during school drop-off / pick-up times takes place mainly along the southern footway, with parents ignoring double yellow parking restrictions and occasionally parking over driveways.
- Footways are constructed of concrete block paving and are in generally poor condition. This creates level differences and an uneven surface where areas of subsidence and cracking have occurred.
- Existing bollards to prevent parking on the grass verges are in poor condition, with inconsistent styles used, which detracts from the aesthetic of Ostman Road.
- Crossing of Ostman Road is sporadic during school drop-off / pick-up times, with parents and children crossing between parked cars, with formal crossing points unclear and unused. The majority of parents / children crossing directly outside of the school gates in order to access the southern footway where their cars were parked.
- The carriageway is constructed of jointed concrete pavement approx. 5 x 6m slabs, with areas of patching, cracking and inconsistent surface dressing creating a poor quality and uneven surface that also detracts from the aesthetic of the street.

Figure 4 below identifies the location and Figure 5 shows the pictures taken during the site visit.

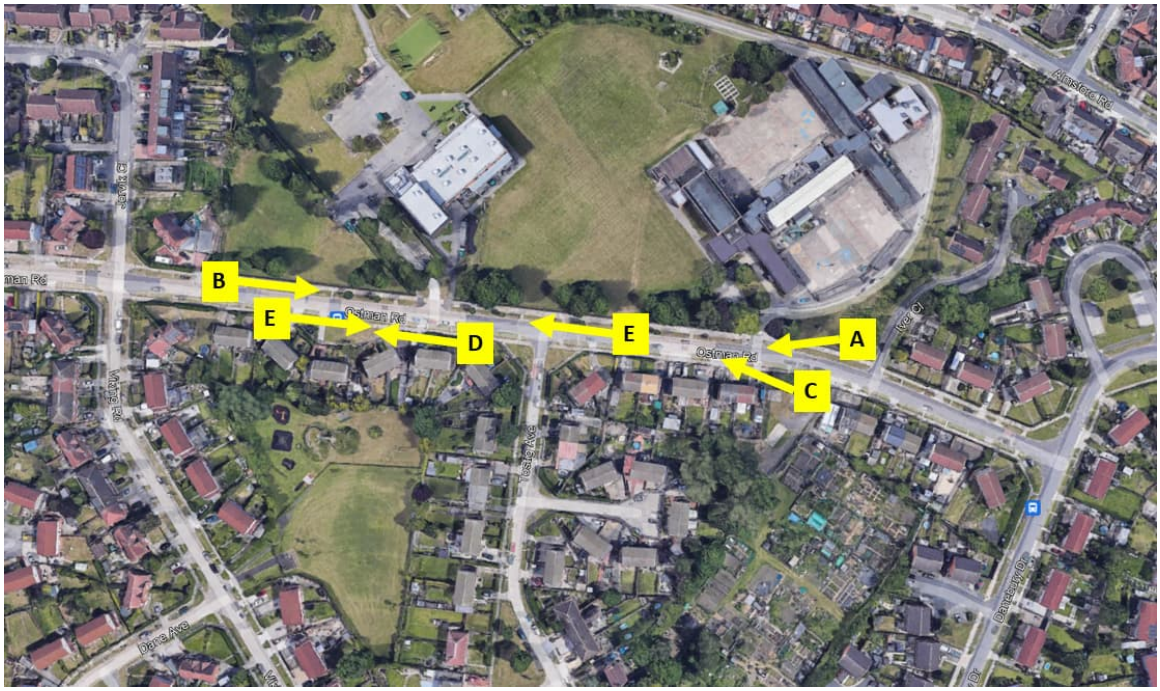


Figure 4. Site Photograph Locations

Location A

Location B

Location C

Location D

Location E

Location F

Figure 5. Site Photographs

2.2 Additional parcels of land

AECOM noted two triangular parcels of land located to the south the carriageway that may be appropriate to include within the study area to provide additional public realm / parking opportunities.

Through further discussions with CYC it was clarified that the parcel of land next to the allotment is leased to a third party and the other parcel is owned by CYC Housing. As such, CYC were not looking to make changes to either of these due to the complications and delays they may incur. On this basis, any public realm and placemaking benefits within the proposals are limited to the original study area.

2.3 Potential expansion of the study area

During the site visit several parents highlighted that, in addition to school related parking issues on Ostman Road, similar school related parking issues are experienced along Almsford Road to the north of the respective school sites. In addition, it was noted from the site visit that a large proportion of parents appeared to walk along the northern footway of Ostman Road from Carr Infact School into Carr Junior School during the PM Peak in order to access the northern entrance leading to Almsford Road.

Following this observation, AECOM discussed with CYC extending the study area to cover Almsford Road and the surrounding network to make a more informed assessment of the wider potential impacts relating to school drop off / pick up. CYC noted and agreed that they are aware that there may be wider issues and areas impacted that are not covered within the Ostman Road study area, but that the immediate priority and associated budget needs to be focussed on and limited to Ostman Road.

2.4 Concrete slab surfacing

The site visit confirmed that the carriageway is constructed of jointed concrete pavement approx. 5 x 6m slabs, as per Figure 6 (although the Ostman Road pavement does not have a longitudinal joint). Unfortunately, this is likely to be problematic when wanting to undertake either resurfacing or constructing buildouts.

In addition, concrete surfacing is present across driveways along Ostman Road, which will require breaking out if the footway is to be replaced or re-surfaced.

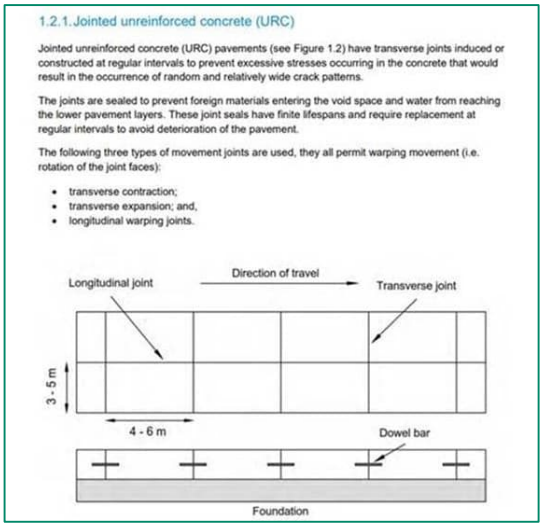


Figure 6. Concrete Slab Surfacing

Following discussion with the client and a review from AECOM Pavement specialists, four potential solutions were presented as below, along with their respective advantages and disadvantages:

1. Break out concrete over full length and reconstruct with flexible (asphalt) pavement
2. Break out concrete over targeted sections only (where constructing buildouts)
3. Leave carriageway surface and use bolt-down products to create buildouts
4. No buildouts and limit scheme to changing surface appearance (for example through micro-surfacing) plus new road markings.

CYC reviewed the information and instructed AECOM to omit Option 1 due to cost implications and to continue with Options 2-4 above as the three Concept / Preliminary Design options to be taken forward.

3. Survey Data

3.1 Key Findings

1. Illegal parking occurrences are highest along Ostman Road between the Carr Junior and Infant School (see Zones D & E in Figure .7)
2. Traffic flows are considered low. Therefore, an on-street quiet route for cyclists meets LTN 1/20 requirements.
3. 85th percentile traffic speeds are slightly higher than the legal speed limit. Therefore, further traffic calming measures and signage would be beneficial.
4. The highest proportion of pedestrians cross near to the school entrances, in Zones C, D & E.
5. Recorded personal injury accident data does not suggest any pattern or trend in accidents, with only one incident 'slight' in severity recorded within the most recent 60-month period.

3.2 Data Collection

Traffic survey data was collected in order to inform design proposals, with the following surveys undertaken between Monday 25th April – Sun 1st May 2022:

- **Manual classified turning count data** at the Ostman Road/Viking Road & Ostman Road/Danebury Drive junctions between the hours of 7.00am–7.00pm.
- **A parking beat survey** across the study area observed in 5-minute time periods during both the AM and PM peak periods, between the hours of 08:00am-10:00am and 2.45pm–4.00pm (which covers half an hour before and after school opening / closing times).
- **A pedestrian crossing survey** observed in 5-minute time periods during both the AM and PM peak periods, between the hours of 08:00am-10:00am and 2.45pm–4.00pm (which covers half an hour before and after school opening / closing times).

In addition, **24-hour speed surveys and traffic flows** were also undertaken between Friday 13th May – Mon 23rd May 2022 at two locations along Ostman Road near to the school entrances and **personal injury accident data** was obtained along Ostman Road for the most recent 60-month period between 01/01/2017 and 31/12/2021.

n order to assess both the parking beat and pedestrian crossing surveys, the study area was split into separate Zones A – F as shown in

Figure 7.

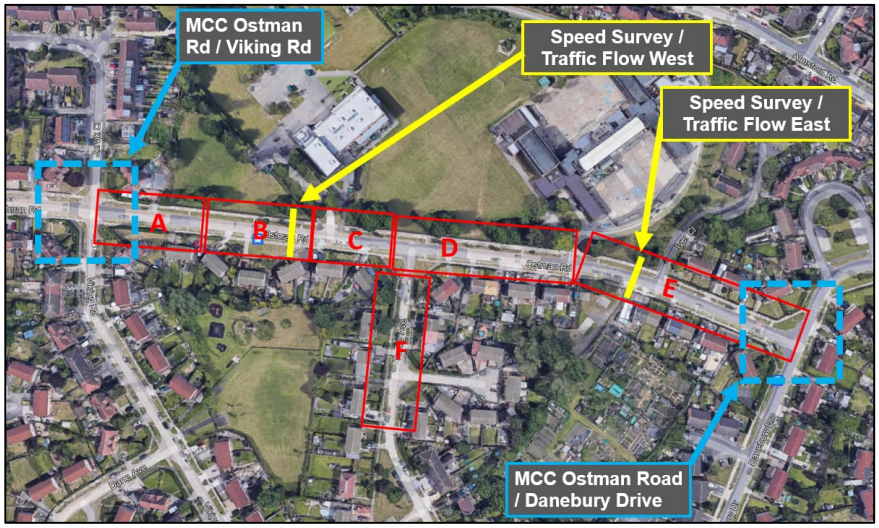
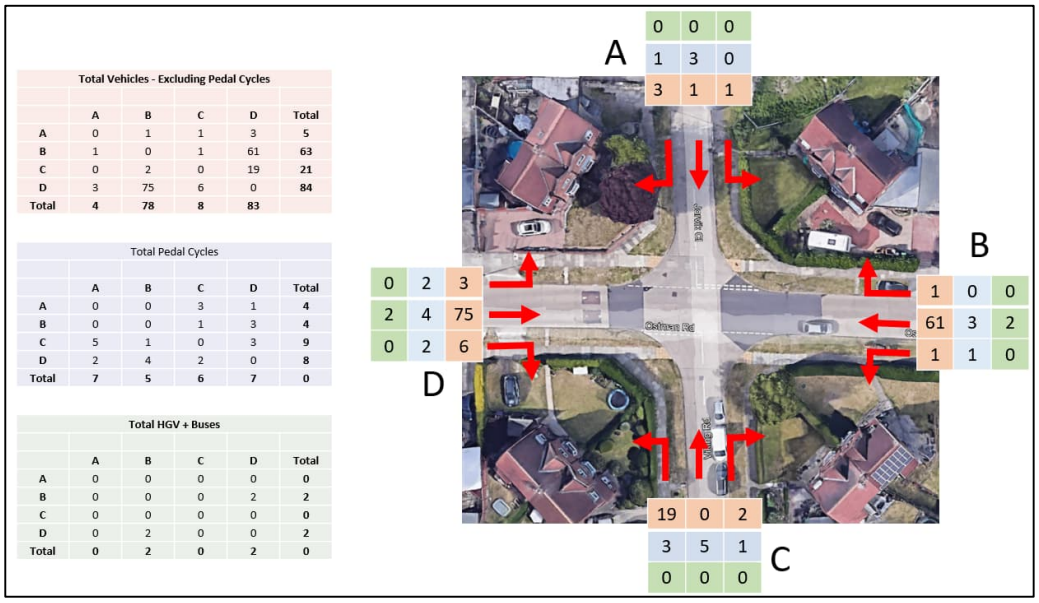


Figure 7. Zones A – F (Pedestrian & Parking Beat Survey locations)

3.3 Manual Classified Counts

Manual classified counts were assessed in order to determine the typical traffic flows along Ostman Road during a neutral month. The resulting traffic flows were then used to determine the existing traffic flows and HGV percentages outside of the school and, in conjunction with speed survey information, to determine whether classifying Ostman Road as an 'on-street quiet route' was suitable in relation to LTN 1/20 audit criteria.

The highest traffic counts within the survey period were determined to be between 08:00–09:00 and 15:15-16:15, during AM and PM peaks respectively on Wednesday 27th April. The traffic flows at the Ostman Road/Viking Road and Ostman Road/Danebury Drive junctions are shown in Figure 8-Figure 11 for the AM and PM peak periods respectively.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	D	Total
A	0	1	1	3	5
B	1	0	1	61	63
C	0	2	0	19	21
D	3	75	6	0	84
Total	4	78	8	83	

Total Pedal Cycles

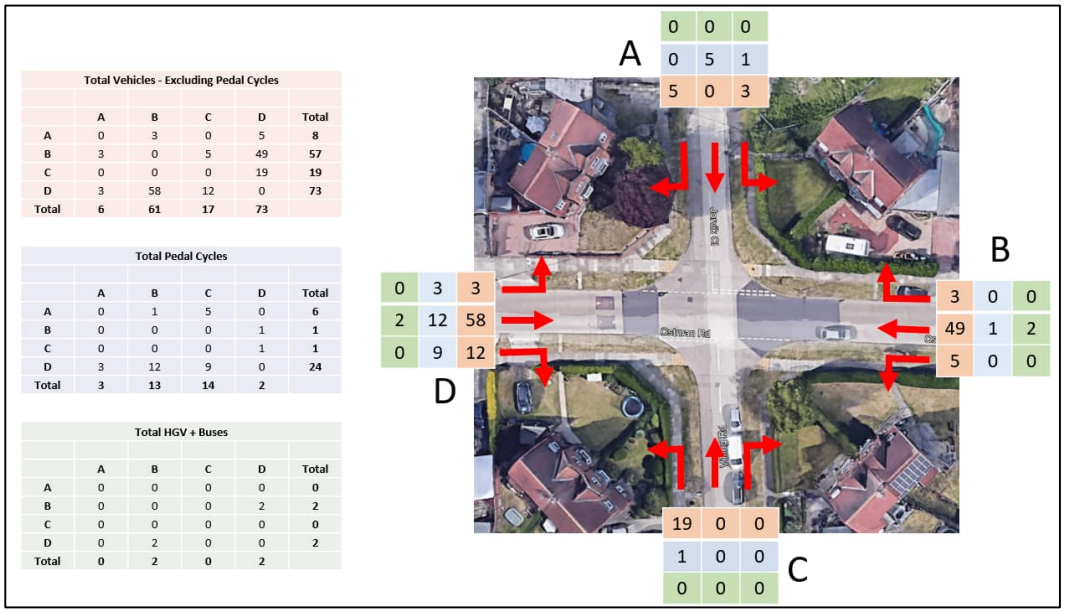
	A	B	C	D	Total
A	0	0	3	1	4
B	0	0	1	3	4
C	5	1	0	3	9
D	2	4	2	0	8
Total	7	5	6	7	0

Total HGV + Buses

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	2	2
C	0	0	0	0	0
D	0	2	0	0	2
Total	0	2	0	2	0

Figure 8. AM Peak (08:00-09:00) Traffic Flows – Ostman Road / Viking Road junction

As shown in **Figure 7** above, during the AM peak a total of 78 vehicles and 5 cyclists travelled eastbound along Ostman Road into the study area from the Viking Road junction, with 64 vehicles and 4 cyclists travelling westbound along Ostman Road out of the study area. All HGV movements were associated with the No.5 bus.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	D	Total
A	0	3	0	5	8
B	3	0	5	49	57
C	0	0	0	19	19
D	3	58	12	0	73
Total	6	61	17	73	

Total Pedal Cycles

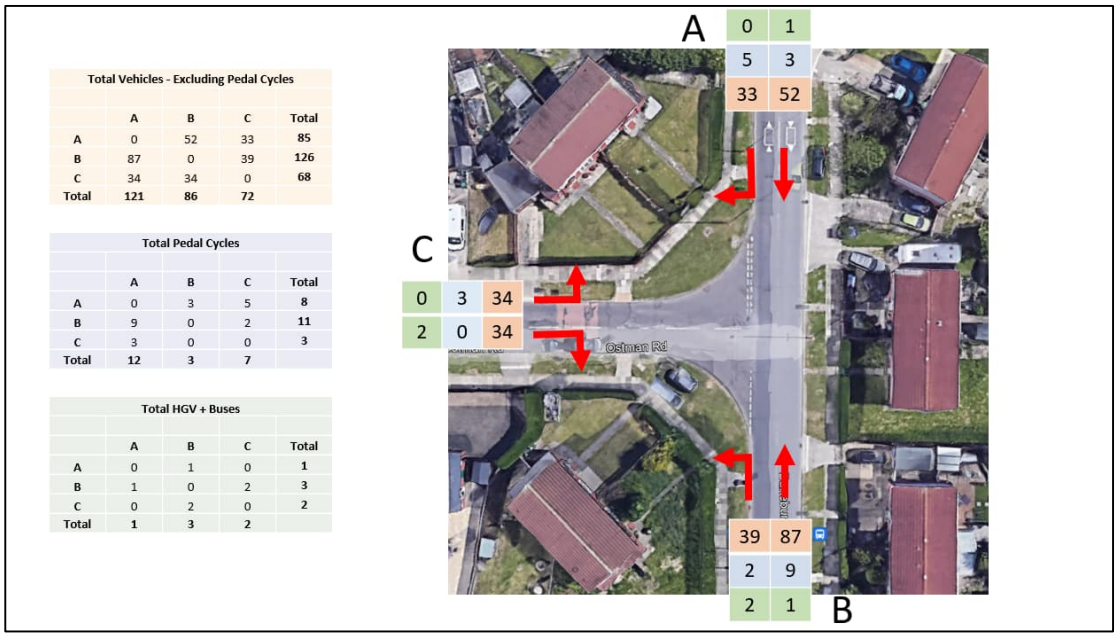
	A	B	C	D	Total
A	0	1	5	0	6
B	0	0	0	1	1
C	0	0	0	1	1
D	3	12	9	0	24
Total	3	13	14	2	

Total HGV + Buses

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	2	2
C	0	0	0	0	0
D	0	2	0	0	2
Total	0	2	0	2	

Figure 9. PM Peak (15:15 - 16:15) Traffic Flows – Ostman Road / Viking Road junction

As shown in **Figure 8** above, during the PM peak a total of 61 vehicles and 13 cyclists travelled eastbound into the study area, with 47 vehicles and 1 cyclist travelling westbound along Ostman Road out of the study area. All HGV movements were associated with the No.5 bus.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	Total
A	0	52	33	85
B	87	0	39	126
C	34	34	0	68
Total	121	86	72	

Total Pedal Cycles

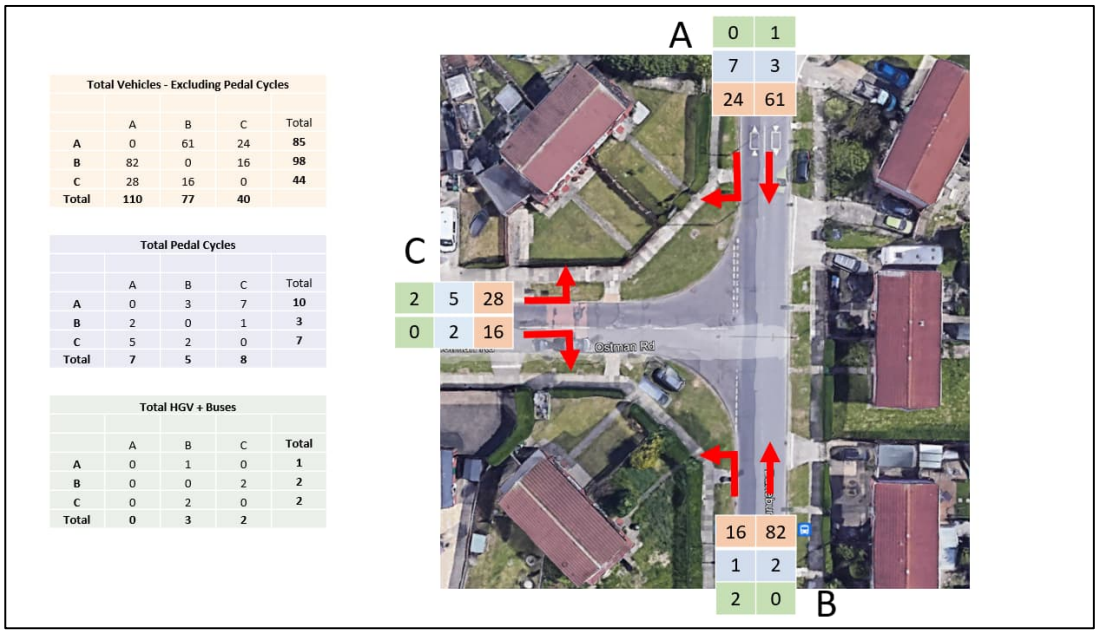
	A	B	C	Total
A	0	3	5	8
B	9	0	2	11
C	3	0	0	3
Total	12	3	7	

Total HGV + Buses

	A	B	C	Total
A	0	1	0	1
B	1	0	2	3
C	0	2	0	2
Total	1	3	2	

Figure 10. AM Peak (08:00-09:00) Traffic Flows – Ostman Road / Danebury Drive

As shown in **Figure 9** above, during the AM peak a total of 64 vehicles and 3 cyclists travelled eastbound along Ostman Road towards Danebury Drive, with 72 vehicles and 7 cyclists travelling westbound along Ostman Road from Danebury Drive. All HGV movements were associated with the No.5 bus.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	Total
A	0	61	24	85
B	82	0	16	98
C	28	16	0	44
Total	110	77	40	

Total Pedal Cycles

	A	B	C	Total
A	0	3	7	10
B	2	0	1	3
C	5	2	0	7
Total	7	5	8	

Total HGV + Buses

	A	B	C	Total
A	0	1	0	1
B	0	0	2	2
C	0	2	0	2
Total	0	3	2	

Figure 11. PM Peak (15:15 - 16:15) Traffic Flows – Ostman Road / Danebury Drive

As shown in **Figure10**, during the PM peak a total of 44 vehicles and 7 cyclists travelled eastbound along Ostman Road towards Danebury Drive, with 40 vehicles and 8 cyclists travelling westbound along Ostman Road from Danebury Drive. All HGV movements were associated with the No.5 bus.

In summary, the recorded turning count data at the two junctions which 'bookend' the Ostman Road study area indicates that peak periods traffic flows are considered to be low, with only small proportions of heavy vehicle movements that are accounted for by the No.5 Bus service. Data also indicates there

are small proportions of cyclists using the street during peak hours, with between 1-8 cyclists per hour routing along Ostman Road during the peak periods.

3.4 Pedestrian Survey

Pedestrian crossing counts were assessed in order to determine the volume and location of pedestrians crossing across both Ostman Road and Tostig Avenue. The results can then be used to determine the most beneficial location for proposed pedestrian crossing facilities.

The highest crossing volumes within the survey period were determined to be on Thursday 28th April between 08:00–10:00 and 14:45-16:00 for the AM and PM peaks respectively. The location and volume of crossing pedestrians during these time periods is shown in Figure 12 and Figure 13, with the study area split into Zone's A to F.

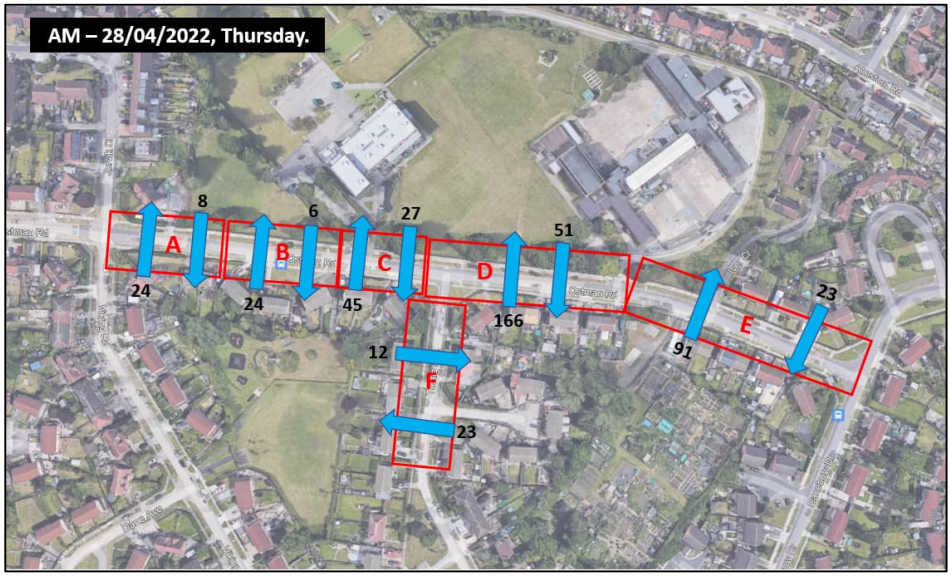


Figure 12. PM Peak (15:15-16:15) Traffic Flows – Ostman Road / Danebury Drive

In total, Zones C, D and E had the highest number of pedestrian crossing movements during the AM peak, with 72, 217 and 114 crossing movements respectively.

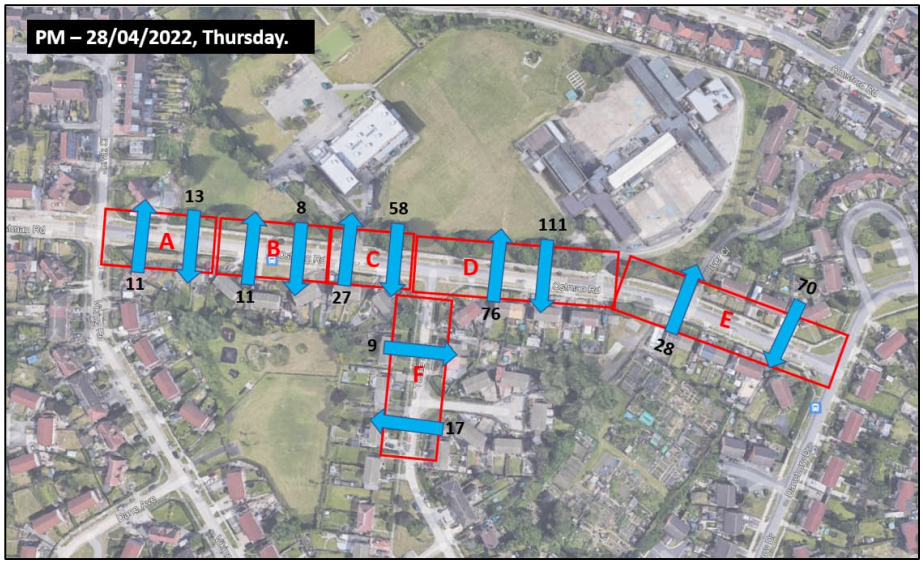


Figure 13. PM Peak (15:15 - 16:15) Traffic Flows – Ostman Road / Danebury Drive

In total, Zones C , D and E again had the highest number of crossing movements during the PM peak, with 85, 187 and 98 movements respectively.

In summary, data indicates that crossing demand is highest within the zones nearest the school entrances. This corresponds with on-site observations, with the majority of crossing undertaken in Zones C, D & E. As such, proposed crossing points should be focused near to these locations.

3.5 Parking Beat Survey

A parking beat survey was undertaken to determine the location of on-street parking and illegal parking occurrences along Ostman Road and Tostig Avenue. The results can then be used to determine the most beneficial location for Traffic Regulation Orders (TRO's).

The highest classified traffic counts within the survey period were determined to be on Wednesday 27th April, between 08:00–09:00 and 15:15-16:15, during AM and PM peaks respectively. As such, the following table shows the corresponding level of parking and illegal parking occurrences within the busiest 5-minute period within each zone during these time periods. However, due to the PM parking beat survey not extending beyond 16:00, the time assessed for the PM peak is between 15:00-16:00.

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	7	8	7	8	12	**42**		**Eastern Footway**	2
Northern Footway	0	0	0	0	0	**0**		**Western Footway**	7
No. of illegal Parking Occurrences									
Southern Footway	2	0	0	4	2	**8**		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	**0**		**Western Footway**	0

Table 1. Parking Beat Survey – Wednesday 27th April 2022 - 08:00-09:00

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	3	8	7	10	9	37		**Eastern Footway**	2
Northern Footway	1	0	0	0	2	2		**Western Footway**	5
No. of illegal Parking Occurrences									
Southern Footway	0	1	1	4	3	9		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	0		**Western Footway**	0

Table 2. Parking Beat Survey – Wednesday 27th April 2022 - 15:00-16:00

In addition, the highest level of overall parking during the weekday period were experienced on Friday 29th April 2022, between the hours of 08:25 – 09:25 and 14:45 – 15:45 during the AM and PM peaks respectively. As such, the following tables provide a summary of corresponding highest level of parking and illegal parking occurrences within each zone for these time periods.

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	8	8	7	7	11	41		**Eastern Footway**	2
Northern Footway	0	0	0	1	1	2		**Western Footway**	5
No. of illegal Parking Occurrences									
Southern Footway	2	1	0	2	2	7		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	0		**Western Footway**	0

Table 3. Parking Beat Survey – Friday 29th April 2022 - 08:25 - 09:25

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	4	6	6	6	11	33		**Eastern Footway**	2
Northern Footway	0	0	0	0	4	4		**Western Footway**	5
No. of illegal Parking Occurrences									
Southern Footway	2	1	1	2	2	8		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	0		**Western Footway**	0

Table 4. Parking Beat Survey – Wednesday 27th April 2022 – 14:45 – 15:45

When comparing the above parking levels to those experienced between 08:00–09:00 and 15:00-16:00, during AM and PM peaks respectively on Wednesday 27th April, parking levels during the hour calculated to have experienced the overall highest levels of parking are broadly comparable. This indicates that levels of parking and illegal parking occurrences throughout a weekday period are consistent.

The data indicates that traffic restrictions along the northern footway of Ostman Road that include double yellow lines and 'School Keep Clear' markings are adhered to during school drop off and pick-up time. However, parking restrictions along the southern footway are ignored, with between 7 – 10 drivers ignoring existing TRO's during peak periods. During these periods the number of parked vehicles is also high. Therefore, illegal parking occurrences are likely due the demand for parental parking outside of the schools. This corresponds with on-site observations, with the majority of illegal parking occurrences taking place within Zone D & E.

3.6 Speed Survey

In addition to the traffic count data, traffic speed data was recorded at two locations along Ostman Road, shown within

Figure 7. The tables below provide the mean and 85th percentile speeds at the survey locations for differing time periods over the weekday and weekend in either direction between Friday 13th May – Monday 23rd May. Table 5 and Table 6 provide details from the survey undertaken on Ostman Road (East) east of Carr Junior School. **Table 7** and **Table 8** provide details from the survey undertaken on Ostman Road (West) west of Carr Infant School.

	Weekday				Weekend			
	Mean Speed (mph)		85TH Percentile Speed (mph)		Mean Speed (mph)		85TH Percentile Speed (mph)	
Mean Speed (mph)	**East**	**West**	**East**	**West**	**East**	**West**	**East**	**West**
Midnight - 7am	18	17	23	21	18	17	23	21
7am-9am	17	15	21	19	19	16	24	20
10am-3pm	16	15	20	20	17	16	21	21
4pm-6pm	16	15	21	19	17	16	22	21
8pm-Midnight	17	18	22	22	17	18	22	22
8am – 3.30pm (School Period)	16	15	20	19	N/A	N/A	N/A	N/A

Table 5. Speed Survey Data (East) Time Period – Friday 13th May – Mon 23rd May 2022

	Weekday				Weekend			
	All-day		School Period 8am – 3.30pm		All-day		School Period 8am – 3.30pm	
	East	**West**	**East**	**West**	**East**	**West**	**East**	**West**
Mean Speed (mph)	17	15	16	15	17	17	N/A	N/A
85th Percentile Speed (mph)	21	20	20	19	22	21	N/A	N/A
95th Percentile Speed (mph)	24	23	23	22	25	24	N/A	N/A
Top Speed (mph)	36	33	32	32	38	30	N/A	N/A
% Above ACPO enforcement speed	5%	2%	3%	1%	6%	4%	N/A	N/A
Percentage above speed limit	21%	15%	16%	10%	25%	21%	N/A	N/A

Table 6. Speed Survey Data (East) Summary – Friday 13th May – Mon 23rd May 2022

In summary, recorded data indicates that the 'All-day' and 'School Period' 85th percentile speeds along Ostman Road (East) east of Carr Junior School were within 1mph of the 20mph speed limit during the weekday and 2mph above the speed limit during the weekend. The highest 85th percentile speeds were seen between Midnight - 7am during the weekday, with speeds of 3mph above the limit and between 7am - 9am during the weekend, with speeds of up to 4mph over the limit.

	Weekday				Weekend			
	Mean Speed (mph)		85TH Percentile Speed (mph)		Mean Speed (mph)		85TH Percentile Speed (mph)	
	East	West	East	West	East	West	East	West
Midnight - 7am	17	17	24	21	17	18	23	22
7am-9am	19	16	23	20	20	19	25	22
10am-3pm	19	17	24	21	20	18	24	22
4pm-6pm	20	18	24	22	20	19	24	22
8pm-Midnight	18	18	22	23	20	19	25	23
8am – 3.30pm	18	16	23	21	N/A	N/A	N/A	N/A

Table 7. Speed Survey Data (West) Time Period – Friday 13th May – Mon 23rd May 2022

	Weekday				Weekend			
	All-day		School Period 8am – 3.30pm		All-day		School Period 8am – 3.30pm	
	East	West	East	West	East	West	East	West
Mean Speed (mph)	19	17	20	18	18	16	N/A	N/A
85th Percentile Speed (mph)	23	21	24	22	23	21	N/A	N/A
95th Percentile Speed (mph)	26	24	27	25	26	23	N/A	N/A
Top Speed (mph)	41	47	46	34	39	41	N/A	N/A
% Above ACPO enforcement speed	10%	4%	13%	7%	9%	2%	N/A	N/A
8am – 3.30pm (School Period)	31%	20%	39%	25%	29%	16%	N/A	N/A

Table 8. Speed Survey Data (West) Summary – Friday 13th May – Mon 23rd May 2022

Table 7 and Table 8 indicate that the 85th percentile speeds along Ostman Road (West) west of Carr Infant School were 3mph and 4mph over the 20mph speed limit during the weekday 'All-day' and 'School Period' respectively and 3mph above the speed limit during the weekend.

The highest 85th percentile speeds of 4mph over the speed limit were consistent throughout several time periods during the weekday, whereas during the weekend 85th percentile speeds of 5mph over the speed limit were the highest between 7am - 9am.

In summary, speed data suggests that 85th percentile speeds are slightly above the 20mph speed limit. Ostman Road is a relatively straight road with a decline in gradient eastbound and as such this may encourage higher vehicle speeds. Therefore, additional traffic calming measures and / or signage along Ostman Road would be beneficial to further reduce vehicle speeds, particularly given its direct access to Carr Infant and Junior Schools.

3.7 Average Daily Traffic Flows

Traffic flow data along Ostman Road was collected at both survey positions identified on

Figure 7, with the following average daily flows both east and west at both survey locations as summarised in **Table 9** below.

	Ostman Road (East) East of Carr Junior School			Ostman Road (West) West of Carr Infant School		
Direction of Travel	**East**	**West**	**Total**	**East**	**West**	**Total**
Average	314	298	**612**	436	344	**780**
Average Weekday	365	344	**709**	506	386	**892**
Average Weekend	245	234	**479**	333	283	**616**

Table 9. Ostman Road - Traffic Flow Summary

In summary, recorded traffic flow data suggests that average weekday and weekend traffic flows are between 709-892 vehicles on a weekday and 479–616 vehicles on a weekend over a 24-hour period. As such, traffic flows along Ostman Road are considered low.

These levels of traffic flow are well below the 2,000 PCU threshold at a speed limit of 20mph identified in Table 10 below, taken from LTN 1/20 guidance. Therefore, data indicates that Ostman Road is suitable to provide a mixed traffic environment 'suitable for most people'.

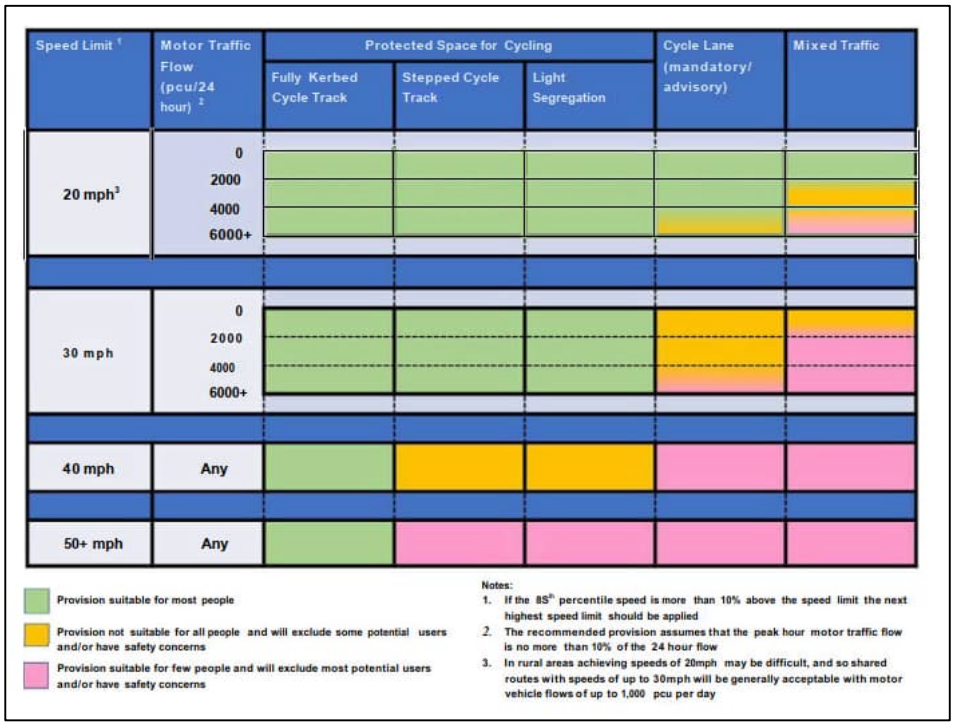


Table 10. LTN 1/20 - Appropriate Protection from Motor Traffic on Highways

Given the above and with additional traffic calming measures and/or additional signage along Ostman Road to help further reduce average speeds, together with widened 3m shared footways for pedestrians/school children on scooters or bikes, Ostman Road would not only cater for more experienced cyclists in a mixed on-street environment, but also less confident children making their way to/from Carr Infant and Junior Schools along a shared use facility.

3.8 Recorded Personal Injury Accident Data

Recorded Personal Injury Accident data was also obtained for the study area for the most recently available 60-month period, between the 01/01/2017 and 31/12/2021.

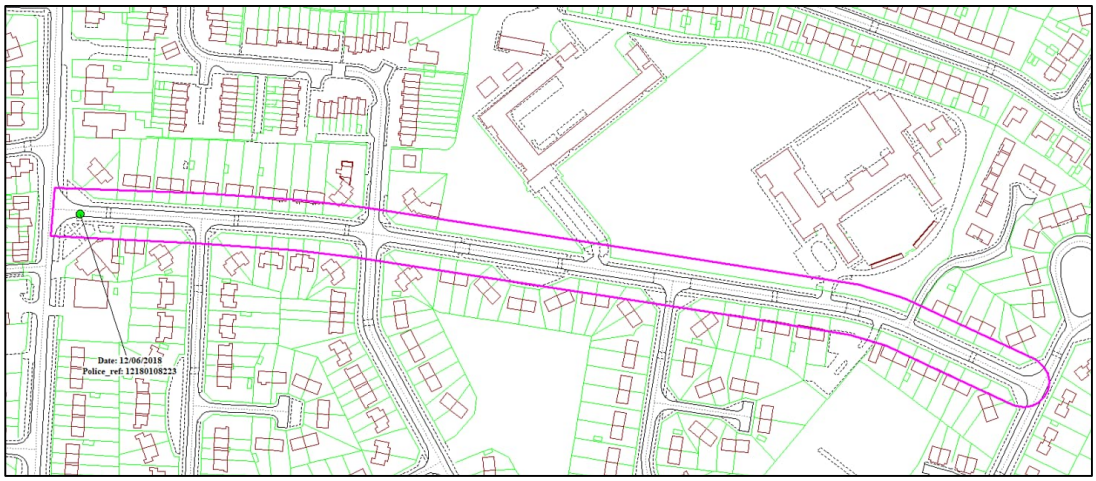


Figure 14. Ostman Road – Accident Data 01/01/2017 and 31/12/2021

In total, there has been one recorded personal injury accident along Ostman Road within the most recent 60-month period; this accident took place on 12/06/2018 and was considered slight in severity. The accident was between a moving vehicle and a parked car due likely to a failure to look and / or careless driving.

In summary, recorded personal injury accident data does not suggest any pattern or theme which is likely to be exacerbated by scheme proposals. In fact, a reduction in parking spaces is likely to reduce the risk further of vehicles striking parked cars.

4. Preliminary Design

Based on the findings of the site visit and following subsequent agreement with CYC at the design workshop of 20th April 2022, three Concept Design proposals were progressed providing a range of options with varying levels of infrastructure intervention and resulting costs.

The options considered were as follows:

- **Option 1** – Retention of existing kerblines with landscaping enhancements on both sides of Ostman Road
- **Option 2** – Modular buildouts along northern kerbline with landscaping enhancements on both sides of Ostman Road
- **Option 3** – Full construction parklet with new kerblines on both sides (wider footway/verge) with landscaping enhancements on both sides of Ostman Road

In addition, other similarities within the three concept design options were:

- Proposed parallel crossing facilities in close proximity to the school entrances
- Gateway features to enhance conspicuity of the 'School Street'
- Continuous footways across side roads / school entrances
- Replacement of the existing concrete paved within the study area with chipped asphalt, including removal and breakout of concrete across driveways.
- Traffic calming enhancements
- Varying levels of optional parking restrictions.

Concept design proposals were presented to CYC for comment prior to progression to Preliminary Design. The aim was to provide CYC with three design solutions with varying magnitudes of engineering requirement and cost / benefit, whilst also providing a low, medium and high-cost variants of each option considered.

Following a client meeting / review of concept design proposals, high-level cost estimates and initial audit results on 20/04/2022, CYC advised that the three concept design proposals should be progressed to preliminary stage with no significant changes to proposed designs.

In addition to preliminary design drawings, CYC requested further detail as to why certain elements have been included, and what the implications may be if removed or altered (cost, LTN 1/20, aesthetic appeal etc). This report can then assist in CYC's decision making process and recommendations Transport Board submission.

Following this instruction and supplemented by survey data, three preliminary design proposals were progressed, informed by survey data. The proposed preliminary design scheme option drawings are provided in **Appendix A**.

As instructed by CYC, for the purposes of comparison, the lower and medium cost variants of each option have been provided within this report. CYC did not consider the higher cost variant to be appropriate to progress at this stage. As such, high-level cost estimates are presented within **Section 5.**

It was also noted that each option had a number of design feature variables that would either negatively or positively impact the overall cost. Therefore, further information in regard to design feature variables are presented in **Section 6**.

5. High-Level Cost Estimates

The following section details the high-level Preliminary Design cost estimates for both the medium and low-cost variables as requested by CYC within Table 11 - Table 14. Cost estimate outputs are also provided at **Appendix B**.

An additional cost (highlighted in blue) has also been included for Option 1 which represents the predicted cost if the footway replacement within the study area was reduced to one third of the area between Danebury Drive and Viking Road. This is approximately 125m, which would cover each side of the road between the two schools and has been included as an example of how altering one of the variants can impact the total cost estimate. Any reduction in provision should be considered with care and impacts assessed against the audit criteria.

It should be noted that each option has a number of variants that will either negatively or positively impact the overall cost, which are outlined in Chapter 6.

	Low Cost	Medium Cost
Option 1	**£670,000** **(£445K for localised interventions only)**	**£740,000** **(£515K for localised interventions only)**
Option 2	**£740,000**	**£780,000**
Option 3	**£950,000**	**£1,090,000**

Table 11. Summary of Option 1 – 3 Low and Medium Cost Comparison

	Option 1 – Low Cost	Option 1 – Medium Cost
Construction Costs (including typical uplifts)	**£670,000** **(£515K for localised interventions only)**	**£740,000** **(£515K for localised interventions only)**
	Construction Costs + Prelims (20%) + Design Development (14%) + Risk Allowance (40%)	
Option Description	**Landscaping Elements** ✓ Northern footway school to school supply and planting: 121m length x 1.3m width. ✓ 8 no. Trees ✓ Modular concrete benches 33% of distance between schools. **Carriageway works** ✓ Replacement of cracked kerbs (50m) ✓ Replacement of gully grates (18no.) ✓ Renew existing road surfacing at cushions / speed tables – Approx. 315sqm ✓ 2 x parallel crossings ✓ Gateway features ✓ Continuous footways, through breakout of concrete driveways / school entrances. ✓ Replacement of existing concrete block footway within the study area, replaced with chipped asphalt surfacing.	**Landscaping Elements** ✓ Gateway to Gateway Planting along northern and southern footways: 250m Supply and plant ✓ 10 no. Trees ✓ Modular concrete benches 50% of distance between schools **Carriageway works** ✓ As per Low-Cost Option

Table 12. Option 1 Low and Medium Cost Options

	Option 2 – Low Cost	Option 2 – Medium Cost
Construction Costs (including typical uplifts)	**£740,000**	**£765,000**
	Construction Costs + Prelims (20%) + Design Development (14%) + Risk Allowance (40%)	
Option Description	**Landscaping Elements** As per Option 1, plus: ✓ 2 x General Modular Street Buildouts (14k) ✓ 1 x Basic Modular Compound Parklet (15k) **Carriageway works** As per Option 1 – Low-Cost Option	**Landscaping Elements** As per Option 1, plus: ✓ 2 x General Modular Street Buildouts (14k) ✓ 1 x Mid-range Modular Compound Parklet (25k) **Carriageway works** As per Option 1 – Medium Cost Option

Table 13. Option 2 Low and Medium Cost Options

	Option 3 – Low Cost	Option 3 – Medium Cost
Construction Costs (including typical uplifts)	**£950,000**	**£1,090,000**
	Construction Costs + Prelims (35% - TM Increase to 20% considering scale of carriageway works) + Design Development (14%) + Risk Allowance (40%)	
Option Description	**Landscaping Elements** As per Option 1, plus: ✓ 1 x Parklet Landscaping Elements (15k) **Carriageway works** As per Option 2 'Low Cost' Option plus additional elements below: ✓ Breakout of concrete slab for distance of approx. 75m to form buildout with typical carriageway build-up. ✓ Replacement of kerbs (780m) ✓ Replacement of gully grates (35no.) ✓ Carriageway surfacing between gateway features. ✓ 2 x parallel crossings ✓ Gateway features ✓ Continuous footways, through breakout of concrete driveways / school entrances. ✓ Replacement of existing concrete block footway within the study area, replaced with chipped asphalt.	**Landscaping Elements** As per Option 1, plus: ✓ Gateway to Gateway Planting along northern and southern footways: 309m Supply and plant ✓ 1 x Parklet Landscaping Elements (25k) **Carriageway works** As per Option 2 'Medium Cost' Option plus additional elements included within Option 3 – Low Cost'.

Table 14. Option 3 Low and Medium Cost Options

6. Design Feature Variables

This section provides further information in relation to design feature variables, highlighting the advantages / disadvantages and resulting impacts on cost implications and audit appraisals.

Given the budget parameters, a key criteria for selecting which option to progress to detailed design is cost. By investigating the variables that impact cost, this informs the decision-making process. It is recognised that the selection of lower cost options is most likely to impact quality and potentially limit the benefits achieved when reviewed against audit criteria.

Due to the nature public realm features, a number of the design feature variables can be bespoke single item features or more function based higher production products, with a number of lower or higher cost alternatives with varying aesthetic and functional attributes. On this basis, a range of variables have been provided that are intended inform and enable discussions around the type of infrastructure and to better understand the potential impact on aesthetic and audit indicators respectively.

It should be noted that design feature variables are not limited to the examples shown within this document and a further detailed study of variable design features should be undertaken once a single option is selected for progression to detailed design.

The main design feature variables consist of the following:

- Planting
- Modular Concrete Benches
- Chipped Asphalt Footway
- Micro Re-surfacing and Concrete Block Breakout
- Parklets and Modular Buildouts
- Additional Optional Elements – Play features.

A detailed review of these variables is provided at **Appendix C**, with a summary of this information included on the following page.

The summary table highlights the main variables against the following indicators:

- Proposal & why included
- Implications if removed / altered
- Estimated cost (raw cost without uplifts).

Ostman Road - Design Feature Variables

	Planting	Modular Concrete Benches	Chipped Asphalt Footway	Micro Re-surfacing / Concrete Breakout	Parklets and Modular Buildouts
	 	  			  
General Information					
Proposal & why included	Planting is to run along the edge of the northern and southern footways between the proposed gateway features in all three of the design proposals. It will draw the eye away from the carriageway, increase green space and provide a buffer for pedestrians, which will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to aesthetics and safety. New planting would also remove the need for existing bollards, most of which need replacing. Providing a green buffer will not only add aesthetic value but also give environmental benefits. We have proposed to remove 8 trees and plant 10 as replacements along the street between the schools. These trees would be 5m+ high and have an instant aesthetic impact to the street.	Modular concrete benches are priced in all options and are to run along the Northern footway between the planting and shared space. They will act as a vertical buffer for pedestrians, lead pedestrians to official crossing points and provide a physical barrier to deter drop off and pick up parking. Modular benches will also provide much needed places for rest and relation something that isn't currently featured along Ostman Road. Similarly, to the proposed planting they will be positively reflected within the 'Ostman Road School Street Audit' criteria.	The installation of chipped asphalt surface is proposed along both the northern and southern footways in each proposal between Danebury Avenue and Viking Road, with an increase in footway width from 2m to 3m. This element of the proposal is to provide a widened and improved shared surface for children / parents / pedestrians, ensuring the space is sufficient for children (cycling and scootering) to ride alongside their parents. The new chipped asphalt will also provide a smoother surface in comparison with the existing concrete block paving and allow proposed continuous footways to be delineated more clearly, emphasising pedestrian priority. This will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to comfort and safety.	Both carriageway micro-resurfacing and concrete block paving features within Option 3. This will increase the aesthetic appeal and provide a smoother surface for on-carriageway cyclists, which will be positively reflected within the 'LTN 1/20 CLoS Audit Assessment' criteria relating surface type. Removal of the concrete block also allows for a full depth construction parklet within Option 3. In terms of reducing the overall costs, Options 1 & 2 offer solutions that do not breakout the concrete slab and only provide small sections of reinstating of existing surfacing at speed tables. However, Option 3 proposes a localised 70m breakout of the concrete only.	Parklets are proposed to be installed on the northern side of the carriageway in Options 2 and 3. Parklets provide a place for rest and recovery and increased aesthetical appeal / green space within the streetscape, all of which are key indicators included within the 'Ostman Road School Street Audit'. In addition to proposed parklets in Options 2 and 3, two. modular buildouts are proposed. The two buildouts currently proposed are the Corona modular circular planter from BROXAP street furniture. This is a segmented composite which can be done in any RAL colour and has associated cost of approximately 7k. The planters serve to slow vehicular traffic on either approach, defining the 'School Street' area between the gateway features. Planters also offer additional aesthetic and environmental benefits, which are positively reflected within the 'Ostman Road School Street Audit'.
Implications if removed / altered	If not undertaken, replacement bollards will be required. An indicative cost of a bollard is £180 excluding VAT (Reference: Woodscape-Square Fixed Bollard). Mimicking of planting on either side of the carriageway will create a uniformed cohesion on the street. The specification of this planting could be reduced. Allowing for a low evergreen hedge outlining the pavement edge, and wildflower planting proposed between the road kerb and hedge. Seeding is considerably more affordable than shrub planting at approximately £5-10 per sq.m. However, will not offer the continuous vertical barrier year-round. Gateway to gateway seed planting Approx. 629sqm x £10 = £6,290 A cost saving for trees would be to reduce the height to 3-4m.	An option to reduce cost associated with concrete modular benches would be a reduction in the area covered. Currently concrete modular benches are proposed 50% and 33% of the distance between schools along the northern footway within the medium and lower cost options respectively. An alternative to these modular concrete benches, would be to install birdsmouth fencing with standalone benches. This would reduce the cost significantly and continue to act as a barrier to pedestrians, whilst also offering places to rest / relax. However, this option may not be considered as aesthetically pleasing. Birdsmouth fencing cost: Approximately £30 per linear metre x 120m = £3,600 Standalone modular bench cost: In the range of £750 - £3000 per unit dependant on supplier / design / construction materials and fixings. 10 x Approx. £2500 unit = £25,000	The proposed cost of resurfacing / widening can be significantly reduced if the southern footway remains at 2m. However, this would eliminate the benefits mentioned above for those using the southern footway and may put increased demand on the northern footway. In addition, it would significantly reduce continuity of the footway provision, particularly as pedestrians cross from north to south across the proposed parallel crossing facilities. Alternatively, other footway materials could be used: • Asphalt surfacing - Approx. £42/m2 x 2410sqm = £101,220 • Cast in-situ concrete surfacing – Approx. £76/m2 x 2410sqm = £183,160 • Precast sett pavers Approx. - £105/m2 x 2410sqm = £253,050	In order to reduce costs, it is likely that only a reduction of the micro-resurfaced areas within Option 3 may achieve this, otherwise the full construction parklet is unlikely to be feasible with a reduction in concrete block breakout. It should be noted that a reduction of micro-resurfaced areas will reduce the area over which the benefits are seen and localise any advantage for cyclists, which are then likely to be negligible. A reduction is proposed micro-surfacing in Option 3 will impact the benefit reflected within the LTN 1/20 CLoS Audit Assessment relating to surface quality.	There are a number of variables that will impact overall cost, that can be increased or decreased based on quality of materials, supplier, permanency and durability of the product. Parklets typically range between 25-45k; however, costs can increase significantly if budgets permit. There are numerous variations of low-profile planters with differing material finishes and cost implications. These planters could provide a typically maintained public realm feature or a dynamic area of community planting with engagement from school children. Each option would offer a varying level of public engagement and aesthetic value. An alternative high-end planter to the Corona modular units specified would be the STREETLIFE planter. This is an oval shaped setup in powder coated steel, consisting of 4 modules and has an associated cost of approx. 18k per unit.
Estimated Cost (Raw cost without uplifts)	£20 - £35 per linear meter dependant on proposed density and plant specification. • Gateway to gateway planting Approx. 629sqm x £27.20 = £17,100 Cost of supply and installation per tree varies from around £350-900 depending on size and species. • 10 x £425 (5m+ high trees) = £4,250	The cost of the current modular concrete benches is approximately £1000 per linear meter. • 50% Distance between schools = Approx. 60m = £60,000 • 33% Distance between schools = Approx. 60m = £40,000	• The cost of the chipped asphalt footway is around £54 per metre squared and covers an area of approximately 2410sqm = £130,140	• The cost of carriageway micro-resurfacing is £35 per square metre x 1401sqm = Approx. £49,035* • Concrete block paving breakout costs approximately £2400 per 5 x 6 metre slab x 15 no. slabs = £36,000*	• Option 1 does not consider parklets / buildouts. • Option 2 considers 2 x £7,500 build out planters and 1 x £30,000 parklet = £45,000 • Option 3 considers £18,000 public realm features that can either be increased or decreased dependent on proposed design features – This is in addition to carriageway realignment costs.

*Indicative costs are based on covering large quantities; therefore, it may be that costs are significantly more expensive.

7. Parking & TRO Options

7.1 Overview

Local authorities in the UK have power under the Road Traffic Regulation Act 1984 (S1 and S6-9) to regulate traffic and restrict access to avoid danger to persons or other traffic using the road; to facilitate the passage on the road of any class of traffic including pedestrians; to prevent the use of a road by vehicular traffic where such use is inappropriate given the street context.

Typically, 'school streets' implemented across the UK aim to restrict access to the street outside the main entrance of the school for between 30-45 minutes at the beginning and end of the school day. This is typically enforced with the use of retractable or collapsible bollards, which are manned and operated by a member of school staff or ANPR cameras. ANPR cameras will enforce restrictions through issuing fixed penalty notices to any vehicle entering the zone who are not exempt.

However, as outlined in the Project Initiation Document and through discussion with CYC, restrictions to access are excluded from the project scope, meaning all users currently able to access the street will continue to be able to access the street. As such, options to restrict parking rather than access have been explored in order to meet the objectives relating to the reduction of parking impact at school drop off / pick-up times.

Increasing the use of TROs along Ostman Road will allow for a reduction in issues relating to on-street parking between the gateway features during the no parking time-zones as well as making fewer spaces available, encouraging parents / children to use active modes as their form of transport.

The following section provides potential options in order to reduce / restrict parking within the study area.

7.2 Double and single yellow markings

Currently parking restrictions along Ostman Road consist of unrestricted parking and double-yellow line restrictions. Implementation of both single and double yellow line markings will create restrictions within those areas currently unrestricted for specific time periods. These time periods are able to coincide with school drop-off and pick-up, with restrictions displayed on signage along the footway, or at entry signs to the controlled parking zone (between gateway features).

As double yellow lines are already in place along Ostman Road that are not adhered to during school drop-off / pick-up, it is likely further TROs will also be ignored. This option will therefore require a form of enforcement to ensure visitors, residents and parents are complying with the new measures. Enforcement could include the employment of a Civil Enforcement Officer to monitor illegal parking occurrences.

This option will still allow for some parking during un-restricted periods, which will narrow the carriageway; two implications of this are its impact on the No. 5 bus route and the continuing hazard that it created for children between the gateway features.

In addition, due to the residential nature of Ostman Road, it is likely that any restriction of parking between particular time periods will have opposition from some residents.

Figure 15. Example of single yellow line restriction

7.3 Permit holder parking

Another possibility to restrict parking along Ostman Road would be to have permit holders only parking, providing single yellow markings where possible to indicate where permit holder parking is appropriate, with restrictions displayed at entry signs to the controlled parking zone (between gateway features); or along the full length of Ostman Road.

This would result in a potential reduction in parking outside of the schools when compared to existing, with permit holders rather than parent's drop-off / pick-up.

Some parking will still narrow the carriageway impacting the No.5 bus route and continue to cause safety issues for children between gateway features if residents' cars are parked on-street during school drop-off / pick-up times.

This type of restriction will be difficult to enforce without Civil Enforcement; however, residents are more likely to be in favour. Some residents are still likely to oppose in regard to the reduced level of parking, particularly for those who may lose parking spaces outside of their property.

Figure 16. Example of parking zone signage

7.4 Positive Parking

Another alternative would be to provide areas of 'positive parking', which would be inset bays within the verge, which would help maintain wider carriageway width, improving passage of No.5 bus route.

In addition, double yellow parking restrictions would be in place within areas not allocated at positive parking bays; as such, it would likely have increased safety benefits due to lack of cars parked alongside the footway between gateway features.

A negative aspect of positive parking bays would be that they reduce the public realm benefits alongside southern footway in comparison to other options. In addition, only a limited number of bays could be provided, which would be significantly lower than the existing un-restricted parking areas. Therefore, it is likely that positive parking would also have some potential opposition from residents.

Figure 17. Example of Positive Parking Bays (Design Quality Framework)

The impact of each parking reduction measure within the three design proposals (between proposed the gateway features) are shown in **Table 15** to Table 17 below. It should be noted that the gateway-to-gateway feature within Option 3 extends further than in Options 1 & 2. Options 1 & 2 comparisons are provided in **Table 15** and Table 16, whereas Option 3 comparison is provided in Table 17.

In total, Option 1 has total loss of approximately 7 parking spaces, providing 9 spaces in comparison with the 16 existing.

With Option 2 there is a complete loss of parking between the gateway features. However, the introduction of positive parking could result in a loss of 7 spaces in total, providing 9 spaces in comparison to the 16 existing.

With Option 3 there is a total loss of 10 spaces, with 16 spaces provided in comparison to 26 existing spaces. Positive parking is not applicable due to changes in the highway alignment.

	No. parking spaces		
Between proposed gateway features	**Existing**	**Option 1**	**Positive Parking Alternative**
Eastern Gateway to Tostig Avenue	**11**	3	6
Western Gateway to Tostig Avenue	**5**	6	3
TOTAL	**16**	**9**	**9**

Table 15. Impact of Parking Interventions Options 1

	No. parking spaces		
Between proposed gateway features	**Existing**	**Option 3**	**Positive Parking Alternative**
Eastern Gateway to Tostig Avenue	11	0	6
Western Gateway to Tostig Avenue	5	0	3
TOTAL	**16**	**0**	**9**

Table 16. Impact of Parking Interventions Options 2

	No. parking spaces		
Between proposed gateway features	**Existing**	**Option 3**	**Positive Parking Alternative**
Eastern Gateway to Tostig Avenue	16	9	N/A
Western Gateway to Tostig Avenue	10	7	N/A
TOTAL	**26**	**16**	**N/A**

Table 17. Impact of Parking Interventions Option 3

8. Existing & Proposed Audits

8.1 Overview

Three types of audits on both the existing and proposed layouts have been undertaken as part of the design process, namely:

- **An LTN 1/20 Cycle Level of Service** - Existing and proposed Option 1 – 3 layouts
- **An LTN 1/20 Junction Assessment Tool**, Ostman Road / Tostig Avenue Junction - Existing and proposed Option 1 – 3 layouts
- **Ostman Road School Street Audit** - Existing and proposed Option 1 – 3 layouts.

Full audit outputs are provided at **Appendix D**.

8.2 LTN 1/20 Cycle Level of Service

The LTN 1/20 Cycle Level of Service framework comprises of five key requirements (cohesion, directness, safety, comfort and attractiveness) and a total of 25 sub-criteria. Each of the sub-criteria is scored 0 (red), 1 (amber) or 2 (green) reflecting the level of provision, resulting in a maximum potential score of 50. Five of the 25 sub-criteria are classed as 'critical fails', with all five falling in the safety theme. Critical fails relate to inadequate width for cycling in mixed traffic lanes, or adjacent to parking/loading; excessive motor traffic volumes for cyclists to be mixed in with general traffic; and speeds of motor traffic >37mph.

The results of the LTN 1/20 Cycle Level of Service are as follows:

- The existing fell just below the 70% pass threshold at 66% with no critical fails
- Options 1, 2 & 3 passed the threshold, scoring 76%, 76% and 82% respectively, with the proposed designs enhancing safety, comfort and attractiveness in comparison with the existing and no critical fails.

8.3 LTN 1/20 Junction Assessment Tool

The LTN 1/20 Junction Assessment Tool considers all cycle movements through a junction, represented graphically by colour-coding each movement red (0), amber (1) or green (2) reflecting the risk of collision for cyclists. Green is taken to mean suitable for all potential cyclists; Amber suitable for most cyclists and red means suitable for a minority of cyclists (and, even for them, it may be uncomfortable to make).

AECOM assessed the Tostig Avenue / Ostman Road junction, this audit produced the same overall amber score within both the proposed and existing layouts.

This is due to the only significant change being the implementation of a continuous footway across the arm of Tostig Avenue.

It is considered that segregated facilities or signalisation of this junction would be over engineering due to the quiet street nature of Ostman Road. This is further confirmed by the low traffic volumes experienced along Ostman Road that fall within the threshold for an on-street quiet route. As such, the current and proposed facilities are considered appropriate.

8.4 School Street Audit

Recognising that the Ostman Road project is not a typical 'School Streets' proposal that aims to limit access during peak periods. The 'Ostman Road School Street Audit' is the project specific appraisal matrix, produced by AECOM and approved for use by CYC.

As instructed, it takes a mainly infrastructure-based approach but draws guidance from LTN 1/20, Healthy Streets, School Streets and Streets 4 all appraisal methodologies.

It has 23 criteria, with 7 key indicators, which comprise:

- Children cycling / scootering on footways
- Pedestrians / children
- General traffic
- Environmental.
- Cost
- Buildability
- Public realm

The purposes of this additional audit tool is to consider a more rounded / overarching approach, that reflects the wider project aims and objectives. Scores of between 0-59% are considered red, 60-70% amber and 70-100% green.

The results of the Ostman Road School Street Audit are as follows:

- The existing provision scored red - 43%
- Option 1 scored amber - 65%
- Option 2 scored green – 75%
- Option 3 scored green - 76%.

The existing layout and Option 1 score particularly low in public realm and general traffic indicators, with a red and an amber score respectively. Options 1, 2 and 3 score particularly well in children cycling / scootering on footways and pedestrian / children indicators.

8.5 Audit Summary

In summary, the three types of audits used to assess the proposals cover a wide-ranging set of indicators that are not only bespoke to the project but also cover the required LTN 1/20 audit criteria for cycle provision. The results show that within both the 'School Street' and 'LTN 1/20 CLoS' audits the Options 1,2 & 3 provide a hierarchy of benefit against the key indicators.

This hierarchy of benefit is reflected within the associated cost of proposals, with Option 1 offering a low, Option 2 medium and Option 3 a higher cost solution.

Options 2 & 3 score a green within the 'School Street' audits, whereas Option 1 is considered amber. Although Option 1 does not provide as greater overall benefit in relation to the key indicators and scheme objectives relating to public realm and streetscape, it is considered a cheaper alternative to other higher cost options considering site constraints.

9. Summary and Next Steps

9.1 Summary

In summary, AECOM have provided hierarchy of interventions, each with an associated magnitude of cost and a number of variables that may be included or omitted from each design to enable CYC to make an informed decision which option they may wish to progress to Detailed Design.

The three options are considered to offer realistic civil infrastructure measures that meet the initial project objectives, taking into account site constraints / limitations associated with concrete slab paving, residential parking / access requirements and the No. 5 bus route.

The three options are:

- **Option 1** – Retention of existing kerblines with landscaping enhancements on both sides of Ostman Road
- **Option 2** – Modular buildouts along northern kerbline with landscaping enhancements on both sides of Ostman Road
- **Option 3** – Full construction parklet with new kerblines on both sides (wider footway/verge) with landscaping enhancements on both sides of Ostman Road

Each option has been developed based on a magnitude of cost, with Option 1 offering a lower, Option 2 a medium and Option 3 a higher cost solution. Each option also has a greater or lesser impact in relation to construction requirements and representative benefits when assessed against audit criteria.

In addition, on-site observations and survey data informed the inclusion of the following measures within each option by theme:

- **Deterring illegal parking** - Illegal parking occurrences are highest Ostman Road between the Carr Junior and Infant School. Therefore, further restrictions to parking have been focused within these locations to deter illegal parking and limit existing parking provision. A number of potential parking and TRO options are presented.
- **Encouraging active travel** - Traffic flows are considered low. Therefore, the proposed on-street quiet route for cyclists meets LTN 1/20 requirements. Notwithstanding, proposals to widen footways will also provide pedestrians and school children a shared surface, further encouraging active travel to / from Carr Infant and Junior Schools.
- **Traffic calming** - 85th percentile traffic speeds are slightly higher than the legal speed limit. Therefore, further traffic calming measures and signage has been included in all designs to encourage lower vehicle speeds – particular outside Carr Infant and Junior Schools.
- **New pedestrian/cycle crossings** - The highest proportion of pedestrians cross near to the school entrances in Zones C, D & E. Therefore, parallel crossings have been proposed in these locations, catering for pedestrian crossing desire lines and encouraging active travel. The proposed crossing location to the east is positioned to cover Zones D & E, this enables the proposed parklet features to be located between Carr Infant and Junior Schools.

9.2 Next Steps

- Present the three proposed to Elected Members for a decision on how to proceed.
- Assuming agreement of a preferred option, AECOM to prepare a priced Commissioning Brief to produce a package of detailed design deliverables (Workstage 4 from Section 1.5).

Appendix A - 3no. Preliminary Designs

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

Option 1 Plan

Option 1 Elevation

Last saved by: EIMEAR.MCDONNELL(2022-05-10) Last Plotted: 2022-06-15
Filename: Ostman Road Option 1 Photoshop Plan.dwg

AECOM

PROJECT

CYC CB104 Ostman Road People Streets

CLIENT

CITY OF YORK COUNCIL

AECOM Limited
1st and 5th Floor
City Walk
Leeds, LS11 9AR
T:+44-113-301-8400
www.aecom.com

NOTES

KEY

- Existing Road Surface
- Enhanced Pedestrian Footway
- Planting
- Seating Wall
- School Gateway Feature
- School Entrance Feature
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

Notes:
Design assumes seating to be provided 50% of the length between school entrances, along the northern footway.

Design assumes concrete driveways require breaking out and replacing with full construction chipped asphalt surfacing.

Design assumes approx. 315sqm of renewed road surface course at locations where existing surface course is deteriorated.

Please refer to Workstages 1-3 Closure Report accompanying this report.

ISSUE/REVISION

I/R	DATE	DESCRIPTION
01	15/06/2022	PRELIMINARY DESIGN

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 1

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0002

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

Option 2 Plan

Option 2 Elevation

Last saved by: EIMEAR.MCDONNELL (2022-05-05) Last Plotted: 2022-06-15
Filename: Ostman Road Option 2 Photoshop Plan.dwg

AECOM

PROJECT

CYC CB104 Ostman Road People Streets

CLIENT

CITY OF YORK COUNCIL

CONSULTANT

AECOM Limited
1st and 5th Floor
City Walk
Leeds, LS11 9AR
T:+44-113-301-8400
www.aecom.com

NOTES

- Existing Road Surfacing
- Enhanced Pedestrian Footway
- Planting
- Seating Wall
- School Gateway Feature
- School Entrance Feature
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

Notes:
Design assumes seating to be provided 50% of the length between school entrances, along the northern footway.

Design assumes concrete driveways require breaking out and replacing with full construction chipped asphalt surfacing.

Design assumes approx. 315sqm of renewed road surface course at locations where existing surface course is deteriorated.

Please refer to Workstages 1-3 Closure Report accompanying this report.

ISSUE/REVISION

I/R	DATE	DESCRIPTION
01	15/06/2022	PRELIMINARY DESIGN

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 2

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0003

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

Option 3 Plan

Option 3 Elevation

AECOM

PROJECT

CYC CB104 Ostman Road People Streets

CLIENT

CITY OF YORK COUNCIL

CONSULTANT

AECOM Limited
1st and 5th Floor
City Walk
Leeds, LS11 9AR
T:+44-113-301-8400
www.aecom.com

NOTES

- Existing Road Surface
- Re-Surfaced Carriageway
- Enhanced Pedestrian Footway
- Planting
- Seating Wall
- School Gateway Feature
- School Entrance Feature
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

Notes:
Design assumes seating to be provided 50% of the length between school entrances, along the northern footway.

Design assumes concrete driveways require breaking out and replacing with full construction chipped asphalt surfacing.

Design assumes approx. 315sqm of renewed road surface course at locations where existing surface course is deteriorated.

Please refer to Workstages 1-3 Closure Report accompanying this report.

ISSUE/REVISION

01	15/06/2022	PRELIMINARY DESIGN
I/R	DATE	DESCRIPTION

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 3

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0004

Last saved by: EIMEAR.MCDONNELL (2022-05-05) Last Plotted: 2022-06-15
Filename: Ostman Road Option 3 Photoshop Plan.dwg

Appendix B - Cost estimate outputs

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 1 - LOW COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£304,281	**£317,549**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£15,214	**£15,877**	
	Utilities Allowance	10%	Sum of Works costs	£30,428	**£31,755**	
	TTM	15%	Sum of Works costs	£52,489	**£54,777**	
			Sub Total:			**£419,959**
Scheme Design & Development	Design	10%	Capital costs		£41,996	
	Contract Management	2%	Capital costs		£8,399	
	Site Supervision	2%	Capital costs		£8,399	
			Sub Total:			**£58,794**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£191,501	
			Sub Total:			**£191,501**
			Scheme Cost Estimate - Grand Total:			**£670,255**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 1 - MEDIUM COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£336,616	**£351,294**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£16,831	**£17,565**	
	Utilities Allowance	10%	Sum of Works costs	£33,662	**£35,129**	
	TTM	15%	Sum of Works costs	£58,066	**£60,598**	
			Sub Total:			**£464,586**
Scheme Design & Development	Design	10%	Capital costs		£46,459	
	Contract Management	2%	Capital costs		£9,292	
	Site Supervision	2%	Capital costs		£9,292	
			Sub Total:			**£65,042**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£211,851	
			Sub Total:			**£211,851**
			Scheme Cost Estimate - Grand Total:			**£741,479**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 2 - LOW COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£335,742	**£350,382**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£16,787	**£17,519**	
	Utilities Allowance	10%	Sum of Works costs	£33,574	**£35,038**	
	TTM	15%	Sum of Works costs	£57,916	**£60,441**	
			Sub Total:			**£463,380**
Scheme Design & Development	Design	10%	Capital costs		£46,338	
	Contract Management	2%	Capital costs		£9,268	
	Site Supervision	2%	Capital costs		£9,268	
			Sub Total:			**£64,873**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£211,302	
			Sub Total:			**£211,302**
			Scheme Cost Estimate - Grand Total:			**£739,555**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 2 - MEDIUM COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£346,592	**£361,705**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£17,330	**£18,085**	
	Utilities Allowance	10%	Sum of Works costs	£34,659	**£36,171**	
	TTM	15%	Sum of Works costs	£59,787	**£62,394**	
			Sub Total:			**£478,355**
Scheme Design & Development	Design	10%	Capital costs		£47,836	
	Contract Management	2%	Capital costs		£9,567	
	Site Supervision	2%	Capital costs		£9,567	
			Sub Total:			**£66,970**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£218,130	
			Sub Total:			**£218,130**
			Scheme Cost Estimate - Grand Total:			**£763,455**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 3 - LOW COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£431,147	**£449,947**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£21,557	**£22,497**	
	Utilities Allowance	10%	Sum of Works costs	£43,115	**£44,995**	
	TTM	15%	Sum of Works costs	£74,373	**£77,616**	
			Sub Total:			**£595,055**
Scheme Design & Development	Design	10%	Capital costs		£59,506	
	Contract Management	2%	Capital costs		£11,901	
	Site Supervision	2%	Capital costs		£11,901	
			Sub Total:			**£83,308**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£271,345	
			Sub Total:			**£271,345**
			Scheme Cost Estimate - Grand Total:			**£949,709**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 3 - MEDIUM COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£474,263	**£494,943**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£23,713	**£24,747**	
	Utilities Allowance	10%	Sum of Works costs	£47,426	**£49,494**	
	TTM	20%	Sum of Works costs	£109,080	**£113,837**	
			Sub Total:			**£683,021**
Scheme Design & Development	Design	10%	Capital costs		£68,302	
	Contract Management	2%	Capital costs		£13,660	
	Site Supervision	2%	Capital costs		£13,660	
			Sub Total:			**£95,623**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£311,458	
			Sub Total:			**£311,458**
			Scheme Cost Estimate - Grand Total:			**£1,090,102**

Appendix C – Design Feature Variables

C.1 Planting

Planting is to run along the edge of the Northern and Southern footway in all three of the design proposals. It will draw the eye away from the carriageway, increase green space and provide a buffer for pedestrians, which will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to aesthetics and safety.

New planting would also remove the need for existing bollards, most of which need replacing. The cost of the proposed planting is approximately £35 per linear meter. This cost is typically variable between £20 - £35 per linear meter dependant on proposed density and plant specification.

In addition to providing a green buffer, aesthetic and environmental benefits, allowing pupils of both Carr Infant School and Carr Junior School to assist with planting and maintenance throughout the seasons will offer engagement for children, which will also be positively reflected within the 'Ostman Road School Street Audit' criteria.

Proposed planting on verges in front of residence on Ostman road comprise of evergreen shrub planting 1.1m high. This will act as a year-round green buffer on the road, allowing for removal of bollards. If not undertaken replacement bollards will have to be proposed. An indicative cost of a bollard is £180 excluding VAT (Reference: Woodscape-Square Fixed Bollard). Proposed planting along the school side verge is currently mimicking the opposing residential verge beds. This will create a uniformed cohesion on the street. The specification of this planting could be reduced. Allowing for a low evergreen hedge outlining the pavement edge, and wildflower planting proposed between the road kerb and hedge. Seeding is considerably more affordable than shrub planting at approximately £5-10 per sq.m.

Existing trees on the street are proposed for removal as the pathway is increasing by 500mm and new pathway construction will take place on the tree root protect zones. In order to retain these trees the pathway would have to be reduced to 2.5m. The widening of the footway comprises the fundamental approach to the scheme and is not advisable not omit.

Replacement planting would be a reasonable approach considering the current size of the trees and the ease at which they can be replaced. We have proposed to remove 8 trees and plant 10 as replacements along the street between the schools. These trees would be 5m+ high and would have an instant impact on the street. Costs increase as tree size grows. A cost saving for trees would be reducing the height to 3-4m. Cost of supply and installation per tree varies from around £350-900 pending on size and species.

The existing trees have been in position since approx. winter 2010/11 and appear (from google streetview August 2019) to be vigorous and well established. There is no reason to suggest that the existing verge is not suitable for supporting tree growth / the establishment of new trees and it is considered that the requirement for a crate system excessive as a result. If a crate system for roots were to be required for each tree, this would additional cost which may be within the range of £500 – 1000 per tree.

In addition, when taller trees are included within a design, they are less likely to be vandalised. However, there is a general acceptance that taller trees when installed may not show the same level of growth as a smaller sapling would within the first 5-years.

C.2 Modular Concrete Benches

Modular concrete benches are priced for in all options and are to run along the Northern footway between the planting and shared space. They will act as a vertical buffer for pedestrians, lead pedestrians to official crossing points and provide a physical barrier to deter drop off and pick up parking.

They will also provide much needed places for rest and relation something that isn't currently featured along Ostman Road. Similarly, to the proposed planting they will be positively reflected within the 'Ostman Road School Street Audit' criteria.

The cost of the modular concrete benches is approximately £1000 per linear meter. An option to reduce cost associated with modular concrete benches could be to significantly reduce the area covered; current proposals are to provide continuous modular concrete benches for 50% and 33% of the distance between schools along the northern footway within the medium and lower cost options respectively.

A standalone wooden bench would be an alternative seating specification to explore. Image 4 gives an example of Woodscape Clifton seating. This seat is a 2m length x 540 width wooden bench with backrest and galvanised legs costing approximately £2,154.00 per bench excluding 20% VAT.

An alternative to these modular concrete benches, which would reduce the cost significantly, would be to install birdsmouth fencing. This would provide some of the benefits the modular concrete benches do in respect to acting as a barrier to pedestrians; however, they wouldn't offer a place for rest / relax and also wouldn't be as aesthetically pleasing. As such, if birdsmouth fencing is proposed, it would be beneficial to also incorporate small sections of standalone modular benches, which typically have costs within the range of £750 - £3000 per unit, dependant on supplier / design / construction materials and fixings.

Figure 1 Example Wooden Modular Bench (Woodscape)

Figure 2 Example Birdsmouth Fencing (sawmill timber)

C.3 Chipped Asphalt Footway

The installation of chipped asphalt surface is proposed along both the northern and southern footways in each proposal, with an increase in footway width to 3m.

This element of the proposal is to provide a widened and improved shared surface for children / parents / pedestrians, ensuring the space is sufficient for children (cycling and scootering) to ride alongside their parents.

The new chipped asphalt will also provide a smoother surface in comparison with the existing concrete block paving and allow proposed continuous footways to be delineated more clearly, emphasising pedestrian priority. This will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to comfort and safety. The cost of the chipped asphalt footway is around £54 per metre squared and covers an area of approximately 2410sqm.

Additional cost is relating to footway enhancement proposed is associated with the requirement to breakout existing concrete driveways along the route so that continuity of the footway surface can be achieved. Breaking out of the concrete across driveways is likely to causes some disturbance to residents due to the required earthworks that will prevent residents parking within driveways over a short period. Breaking out of the concrete over driveways is also likely to add an additional risk associated with statutory undertakers located within the footways. An alternative would be to omit the sections where concrete driveways are located. However, this would reduce the aesthetic value and continuity of the proposed footway. It may also cause issues with cracking and subsidence of the proposed footway due to the number of joints required at interfaces with concrete driveways.

The proposed cost of resurfacing / widening can be significantly reduced if the southern footway remains at 2m. However, this would eliminate the benefits mentioned above for those using the southern footway and may put increased demand on the northern footway. In addition, it would significantly reduce continuity of the footway provision, particularly as pedestrians cross from north to south across the proposed parallel crossing facilities.

It should be noted that the proposed shared surface is intended to benefit predominately school children / parents and is not intended to provide the main cycling route along Ostman Road. The main cycling route along Ostman Road will be considered to route on-street; therefore, alternations to the shared use footway will not impact LTN 1/20 audit scores.

Alternatively, other footway materials could be used, indicative costings for asphalt surfacing are approximately £42/m2, which includes surface, binding course and base courses, as well as a geo membrane beneath. There will also be around £11/m3 for any hardcore required.

Indicative costings for cast in-situ concrete surfacing is approximately £76/m2, which includes the concrete surface and geo membrane. Again, there would be an extra £11/m3 for any hardcore. If formwork is needed this is around £15 per linear metre.

Finally, precast setts would be approximately £105/m2 for the pavers, the bedding mortar below and the geo membrane. As with above there will be an extra £11/m3 for any hardcore.

C.4 Drainage and Kerbs

Replacement of kerbs and drain covers in poor condition has been accounted for within all options. In Options 1 & 2, a total of 18no. gully grates and covers are outlined to be replaced and a nominal figure of 50m has been identified for broken or cracked kerbs replacement. In Option 3, 35no. gully grates and covers are identified for replacement and approx. 780m of kerbs are identified for replacement, which covers the gateway-to-gateway features.

A high-level estimate associated with kerb and gully replacement in Options 1 & 2 is between £15,000-£20,000; whereas, in Option 3 between £35,000-£45,000.

C.5 Micro Re-surfacing and Concrete Block Breakout

Both carriageway micro-resurfacing and concrete block paving features on AECOMs third design proposal. It will increase the aesthetic appeal and provide a smoother surface for on-carriageway

cyclists, which will be positively reflected within the 'LTN 1/20 CLoS Audit Assessment' criteria relating surface type.

Removal of the concrete block also allows for a full depth construction parklet. The cost of carriageway micro-resurfacing is £36 per square metre; whereas concrete block paving breakout costs approximately £2400 per 5 x 6 metre slab.

In terms of reducing the overall costs, Options 1 & 2 offer solution that do not breakout the concrete slab, with a localised 70m breakout of the concrete required in Option 3 in order to deliver proposals.

As such, in order to reduce costs, it is likely that only a reduction of the micro-resurfaced areas within Option 3 may achieve this, otherwise the full construction parklet is unlikely to be feasible. It should be noted that a reduction of micro-resurfaced areas will reduce the area over which the benefits are seen and localise any advantage for cyclists, which are then likely to be negligible.

C.6 Modular Buildouts and Parklets

Parklets are proposed to be installed on the northern side of the carriageway in Options 1 and 2. Parklets provide a place for rest and recovery and increased aesthetical appeal / green space within the streetscape, all of which are key indicators included within the 'Ostman Road School Street Audit'.

There are a number of variables that will impact overall cost, that can be increased or decreased based on quality of materials, supplier, permanency and durability of the product.

Option 2 considers 2 x £7,500 build out planters and 1 x £30,000 parklet; In addition, Option 3 considers £18,000 public realm features that can either be increased or decreased dependent on proposed design features.

Modular Buildouts

Two options have been explored in order to provide proposed builds at gateway features within Options 2 and 3, a high end and medium end cost option. The high-end option is from STREETLIFE; this is an oval shaped setup in powder coated steel, consisting of a 4 modules ca.570x308x47cm (l x w x h) and has an associated cost of approximately 18k.

An alternative option is the Corona modular circular planter from BROXAP street furniture. This is a segmented composite which can be done in any RAL colour and has an associated cost of approximately 7k. All indicative costs exclude VAT & delivery. Note two are specified for the scheme.

Each option would be supplemented by relevant road markings and bolt down bollards where appropriate.

In addition to the examples shown below, there are numerous variations of low-profile planters with differing material finishes and cost implications. These planters could provide a typically maintained public realm feature or a dynamic area of community planting with engagement from school children.

Figure 3 Mobile Green Isle (STREETLIFE)

Figure 4 Example Corona modular circular planter (BROXAP street furniture)

Parklets

Option 2 specifies a parklet to be provided between the two schools alongside the northern footway. There are numerous options and components to these specifications with varying prices accordingly. The following information provides high end, medium and low-cost options in order to provide parklets.

An example of what a £30-45K Parklet comprises:

- Integrated Vertical Boundary (Railings)
- Decking Flooring meeting GL
- Bespoke Planters
- Bespoke Seating
- Cyclestands/Street Furniture
- Planting
- Installation and Delivery

Figure 5 Example London Parklet-Indicative Cost £30-45K (Meristem Design)

An example of what a £25-30K Parklet comprises:

- Elements of Vertical Boundary (Railings)
- Astroturf Flooring
- Bespoke Planters
- Seating, typically bespoke design
- Cyclestands/Street Furniture
- Installation and Delivery

Figure 6 Example Raynes Park Parklet-Indicative Cost £25-30K (Meristem Design)

An example of what a £10-25K Parklet comprises:

- Elements of Vertical Boundary, typically wooden fencing.
- Astroturf Flooring
- Planters
- Seating
- Cyclestands/Street Furniture
- Planting
- Built on-site, typically wooden decking.

Figure 7 Example of Temporary Parklets (Community Led)

Additional Optional Elements

In addition to both modular buildouts and parklets, play equipment could form an additional component to the recreational spaces along the street, specifically in Options 2 and 3. Below are examples of play equipment and their indicative costs. There are a number of suppliers and designs of play equipment with varying costs and educational / recreational benefits.

Proposals can include these features across the entire Ostman Road study, from gateway to gateway, between the two schools or either side of the footway (advised to maintain public realm features between the two schools as a minimum).

The addition of play equipment would enhance the interaction of children with the streetscape, whilst also further reiterating that 'School Street' nature of the area between the gateways.

Figure 8 Example of Wind Chimes - Indicative Cost £1,500 per unit (Duncan and Grove)

Figure 9 Example of Kids Table and Chairs -Indicative Cost £820 per unit (Kompan)

Figure 10 Emotions Play Panel - Indicative Cost £2,400 per unit excl VAT (Kompan)

Appendix D - Audit Outputs

Cycling Level of Service Assessment (CLoS) based on LTN 1/20	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO

AECOM

Existing	Option 1	Option 2	Option 3

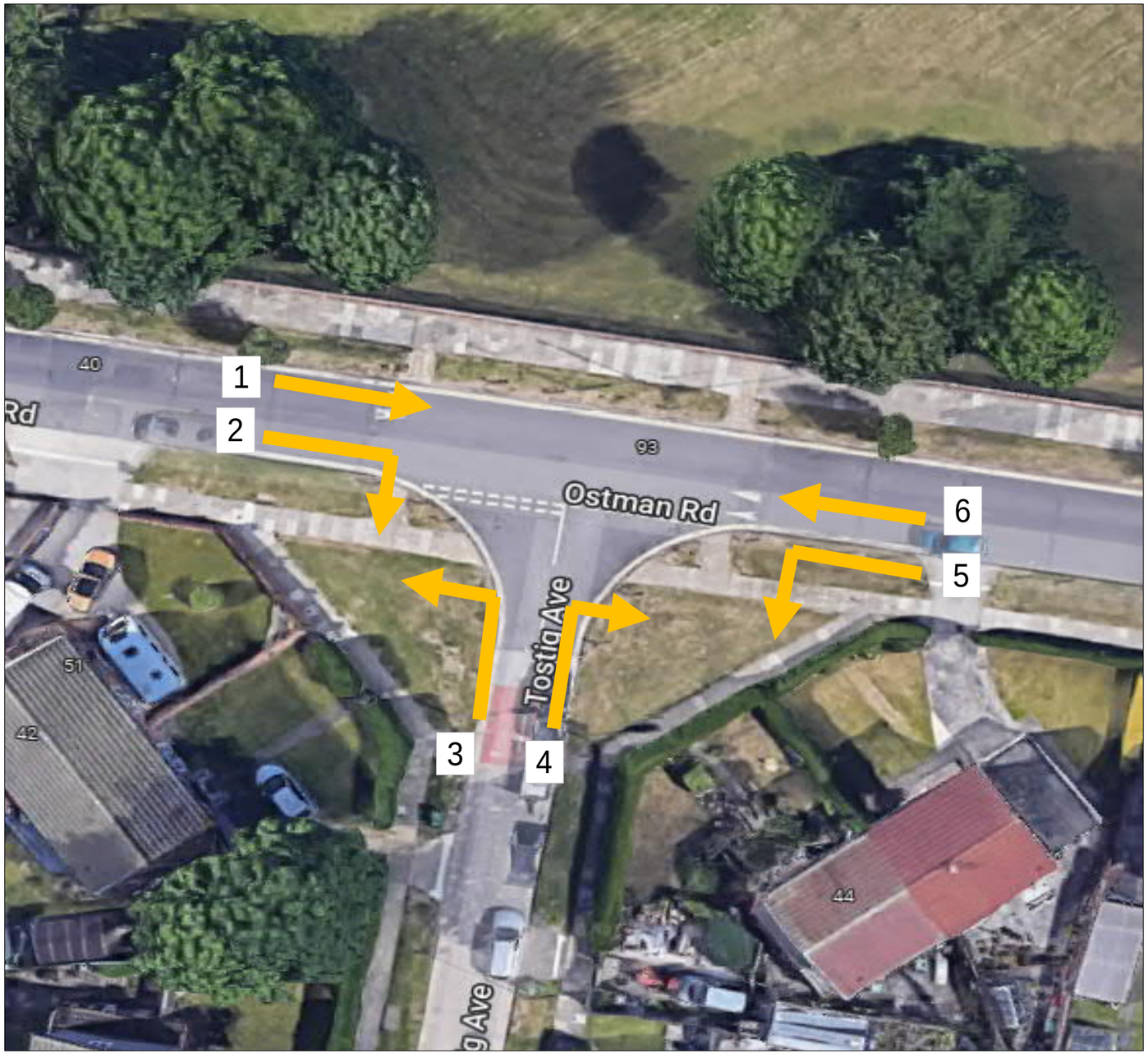
Cycling Level of Service (CLOS)

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Coherence	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	**1. Ability to join/leave route safely and easily** considering left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	**2.Provision for cyclists throughout the whole length of the route**		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	**3.Density of routes based on mesh width** i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	**4.Deviation of route** Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Most direct route	2	Most direct route	2	Most direct route	2	Most direct route
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	**5.Stopping and give way frequency**		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	**6.Delay at junctions**		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	**7.Ability to maintain own speed on links**		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	**8.Gradient**		Route includes sections steeper than the gradients recommended in Figure 4.4	There are no sections of route steeper than the gradients recommended in Figure 4.4	There are no sections of route which steeper than 2%	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	**9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction**	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway.	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	**11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour**	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 6.2. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	**12.Segregation to reduce risk of collision alongside or from behind**	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: - Minor/side roads : cyclist priority and/or speed reduction across side roads - Major roads : separation of cyclists from motor traffic through junctions.	**13.Conflicting movements at junctions**		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	Side road junctions untreated	2	Continuous footways across sideroads	2	Continuous footways across sideroads	2	Continuous footways across sideroads
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	**14.Legible road markings and road layout**		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	Faded road markings	2	New road markings	2	New road markings	2	New road markings
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	**15.Conflict with kerbside activity**	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Excessive unrestricted parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	**16.Evasion room and unnecessary hazards**		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	No features within the carriageway.	2	No features within the carriageway.	1	Proposed buildouts in the carraigeway.	2	No features within the carriageway.
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	**17.Major and minor defects**		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	CKD but defects in road surface	1	CKD but defects in road surface	1	CKD but defects in road surface	2	CKD and micro-resurfacing
		Pavement or carriageway construction providing smooth and level surface	**18.Surface type**		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	1	Concrete with frequent joints	1	Concrete with frequent joints	1	Concrete with frequent joints	2	Micro-resurfacing
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	**19.Desirable minimum widths according to volume of cyclists and route type** (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2	Meets criteria for quiet street	2	Meets criteria for quiet street	2	Meets criteria for quiet street	2	Meets criteria for quiet street
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	**20.Signing**		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	Not currently cycle route	2	Proposed additional signage and road marking	2	Proposed additional signage and road marking	2	Proposed additional signage and road marking
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	**21.Lighting**		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is well lit throughout.	2	Route is well lit throughout.	2	Route is well lit throughout.	2	Route is well lit throughout.
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	**23.Impact on pedestrians** Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 4.7)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	Existing	2	Scheme proposes widened 3m footways.	2	Scheme proposes widened 3m footways.	2	Scheme proposes widened 3m footways.
	Minimise street clutter	Signing required to support scheme layout	**24.Street Clutter** Signs are informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	School warning and stopping restriction signs, excessive use of wooden bollards	2	Reduced street clutter and improved public realm	2	Reduced street clutter and improved public realm	2	Reduced street clutter and improved public realm
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	**25. Cycle parking** Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure none overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycling parking	0	No proposed cycle parking	1	No proposed cycle parking, opportunity to include as part of parklet?	1	No proposed cycle parking, opportunity to include as part of parklet?
							Audit Score	**33**	**0**	**38**		**38**		**41**	

Max possible score	50	50	50	50
Audit % score	66%	76%	76%	82%
Pass/Fail (70% threshold)	**Fail**	**Pass**	**Pass**	**Pass**
Any Critical Fails? (Y/N)	No	No	No	No
Number of Critical Fails	0	0	0	0

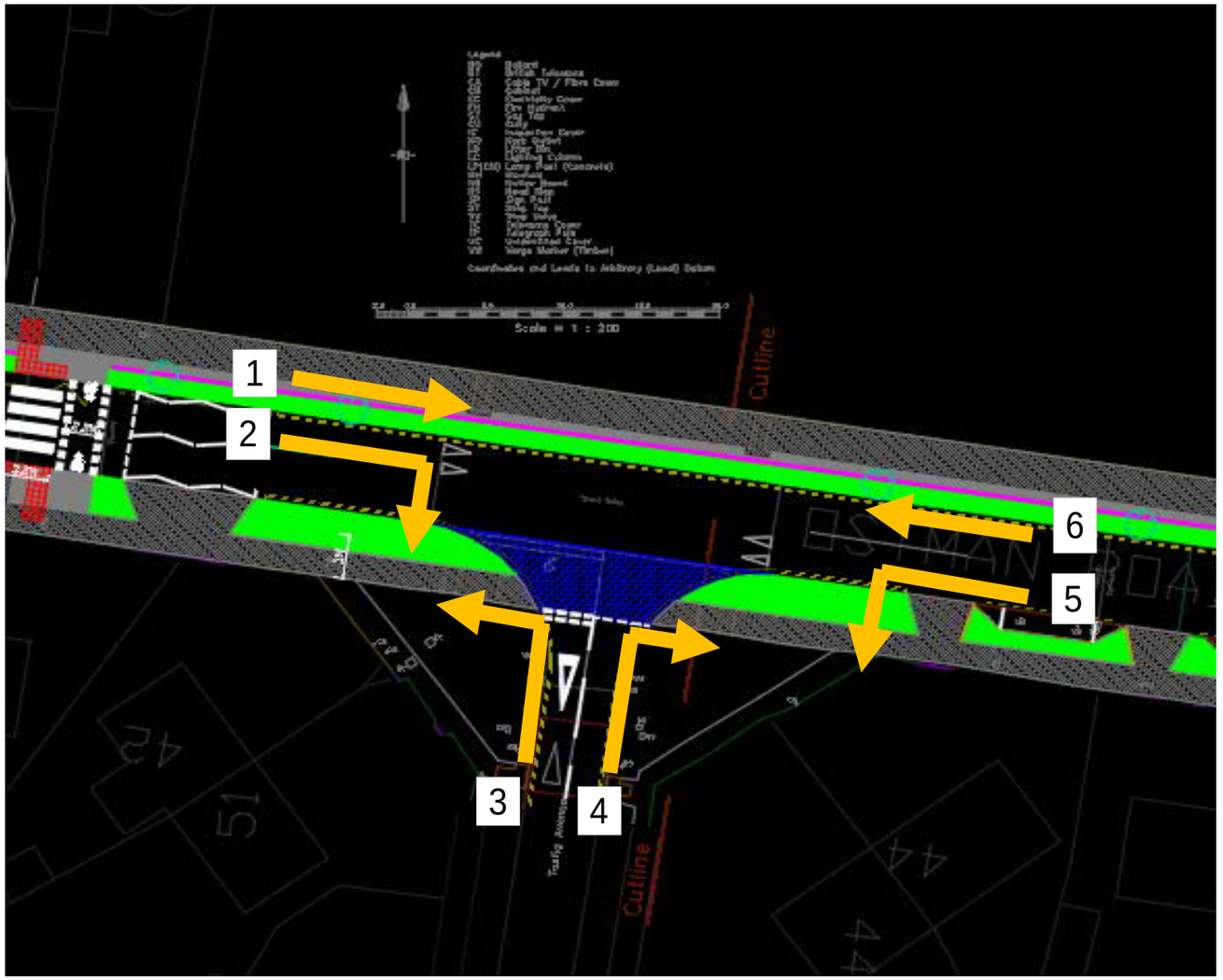
Criteria	Max Score	Sub-criteria Existing	% score Existing	Sub-criteria Proposed	% score Proposed	Sub-criteria Existing	% score Proposed	Sub-criteria Proposed	% score Proposed
Coherence	6	4	67%	4	67%	4	67%	4	67%
Directness	10	7	70%	5	50%	5	50%	5	50%
Safety	16	**11**	69%	**15**	94%	**14**	88%	**15**	94%
Comfort	8	5	63%	6	75%	6	75%	8	100%
Attractiveness	10	6	60%	8	80%	9	90%	9	90%
	50								

Junction Assessment Tool - LTN 1/20- Proposed	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO



Existing JAT - Ostman Road / Tostig Avenue					
Movement	Score	0	1	2	Comment
1	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
2	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
3	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
4	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
5	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
6	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					

Junction Assessment Tool - LTN 1/20- Proposed	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO



Existing JAT - Ostman Road / Tostig Avenue					
Movement	Score	0	1	2	Comment
1	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
2	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
3	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
4	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
5	1		1	2	Raised table at junction crossed by traffic in potential conflict with cycle movement.
6	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					

Bespoke School Street Audit	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO

Key Requirement	Factor	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Existing Layout	Proposed Layout		
								Option 1	Option 2	Option 3
Children Cycling / Scootering on footways	Continuity	Shared use		Children cycling on footway space less than 3m	Pedestrian priority with civilised mixed interaction enabled	Pedestrian priority with suggested alternative route for cyclists	0	1	1	1
	Comfort	Footway surface		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	0	2	2	2
	Safety hazard for children scootering / cycling	Buffer / Edge protection from the carriageway near to the school gates.		None - No edge protection	Some - Verged buffer	Significant - Enhanced buffer with level difference.	1	2	2	2
Pedestrians / Children	Engagement On-street	Engagement for children		None	Some	Significant	0	1	2	2
	Accessibility	Bus stop accessibility		Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm	Bus stop is wheel chair accessible but there is limited clear space around bus stop	Bus stop is wheel chair accessible and there is clear space around the bus stop	1	2	2	2
	Ease of crossing	Ease of crossing side road	The weakest side road is missing at least 1 dropped kerb or these are not on the desire line.	The weakest side road has dropped kerbs and these are on the desire line or a raised table / continuous footway	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph but instead of a raised table it at the entrance it has dropped kerbs	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph and raised table / continuous footway at the entrance	1	2	2	2
	Safety hazard for children crossing	Standard of crossing facilities		Uncontrolled crossing with no gaps in traffic, lack of priority	Signalised crossing or implied priority	Countdown with signalised crossing, priority with unsignalised	0	2	2	2
General traffic	Vechile Speeds	Vechile Speeds	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at [illegible]	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20mph	2	2	2	2
	Volume of Motorised Traffic	Volume of Motorised Traffic	There are 1000+ vehicles in the peak our (both directions)	There are 500-999 vehicles in the peak our (both directions)	There are 200-499 vehicles in the peak our (both directions)	There are 199 or fewer vehicles in the peak our (both directions)	1	1	1	1
	Mix of Vehicles	% of Heavy Vehicles	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2% of motorised traffic in the peak hour	No large vehicles use the street	1	1	1	1
	Reducing private car use	TRO's / Measures to reduce the number of parked cars		There are no new parking restrictions / Existing TRO's ignored / Parking across driveways.	There is a mixuture of parking and public realm ammenity	Parking will no longer have an impact in and around the school gates and is prevented by both TRO's and physical features within the carriageway	0	1	2	2
	Reducing convenience of driving short journeys	Through movement of traffic		Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions outside the school	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	0	0	0	0
	Delays	Delays to the number 5 bus route		Delays to number 5 bus route at peak times due to parking outside of school gates.	Delays to the number 5 bus route persist but don't worsen	Improvements or no delay to the number 5 bus route	1	1	1	1
	Behaviour Influence			Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and forgiveness	1	1	2	2
Environmental	Lighting	Lighting	Assessing the full length of the street, there is no street lighting over the footways on this street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	2	2	2	2
	Litter /	Litter		Litter and foliage build-up is considered sigificant	There is some litter and foliage build-up within the study area and at least 1 litter bin provided within the study area.	There is no issue with litter or foliage build-up and at least 1 litter bin is provided within the study area.	2	2	2	2
	Planting	Amount of planting		Amount of greenery is reduced within the study area.	Amount of greenery is retained within the study area.	Amount of greenery is increased / enhanced within the study area.	1	1	1	1
	Greening	Green infrastructure and sustainable materials		No green infrastucture or sustainable materials proposed	Some green infrastructure or sustainable materials proposed	All infrastructure is green and materials are sustainable	2	1	1	1
Cost	Budget	Cost to implement propsed design		High	Med	Low	2	2	1	0
Buildability	Feasibility	Interference with C2s		Significant impacts on statutory undertakers and/ or re-routing of equipment	Minor impacts on statutory undertakers.	None of the proposed works would affect statutory undertakers.	2	1	1	1
Public Realm	Visual interest	Quality and distinction		Uniform	Variety	Unique feature	0	0	1	2
	Diversity	Conditions for pleasant interaction		Single activity area.	Mixed use properties	Different uses and users at different times. Social interaction encouraged through street design choices.	0	1	2	2
	Area character	Materials matched to surroundings		Poor	Some contrast	In keeping	0	1	1	2
						Total Score	20	30	34	35
						Maximum Potential Score	46	46	46	46
						Audit % score	43%	65%	74%	76%

This page is intentionally left blank

Decision Session – Executive Member for Transport **15 November 2022**

Report of the Director of Environment, Transport and Planning

Buttacre Lane: Askham Richard

Summary

1. Buttacre Lane, Askham Richard, York ("the Carriageway") is an adopted road and as such annual inspections occur with repairs instructed to maintain the carriageway in accordance with its designated status.

2. The Carriageway can be split into two sections as the character of the road and nature and volume of user varies across the length of the Carriageway. As a result the maintenance standards reasonably vary between the section to the West (approx. 100m) which services those residential properties to the West of the Carriageway ("the Western Section"), as approximately shown with a yellow line on the Location Plan annexed at Annex B, and the remainder of the Carriageway which the Authority assumes is used purely for the purposes of agricultural traffic for farm access beyond the Carriageway.

3. Reactive Repairs on carriageway assets are undertaken in accordance with the Highway Safety Inspection Manual with renewal work requirements being identified as required, pursuant to the annual condition survey in accordance with HIAMP principles, prioritising the Carriageway against the needs of the entirety of the CYC carriageway network.

4. In terms of the annual condition survey the Carriageway is identified in two sections and is considered as such in the highway maintenance programme from a planned / proactive maintenance perspective. However, as per the adopted Highway Infrastructure Asset Management Plan ("HIAMP") it is not currently identified for renewal in our funded element of the programme.

5. In May 2022 the Council received a letter complaining about the state of repair of the Carriageway and requiring a response from the Authority pursuant to s56 of the Highways Act 1980 ("**the Complaint Letter"**) from a resident of Askham Richard who owns land within the vicinity of the Carriageway ("**the Complainant"**).

6. The Complainant detailed some areas of concern with the maintenance along the entire length of the Carriageway.

7. The Complainant referred to having a right of access to their property from the Carriageway.

8. A member of our legal team, specialising in property law has reviewed the title issues relating to the Complainant's property (**the Property**), which, we are not identifying in this report, to seek to protect the Complainant's identity. The result of those desktop enquiries suggests that there is not a right of access which is noted on the title of either the Property, nor on the adjoining property over which access would be required by occupants of the Property to connect to the Carriageway. For easements to be binding on registered land, they need to be registered interests at HM Land Registry. It is possible that a binding agreement has been entered between the Complainant and the relevant connecting landowner, which has not yet been registered, but officers have not been supplied with evidence of that to date.

9. A physical inspection of the Carriageway by one of our legal officers has revealed that there is a locked double metal gate at the point at which the Carriageway abuts the land owned by the connecting landowner, over which access would be required. Further, from the vantage point of the Carriageway at the location of the double metal gate, our legal officer reports not being able to identify a physical access point from the Complainant's property to the connecting landowner's property but acknowledges that there was not full visibility. Google Earth images (looking West), annexed at Annex B of this report do not indicate the presence of a physical access point. This accumulation of facts suggests that the acquisition of a prescriptive right of way by the Complainant (or its predecessors in title) over the adjoining connecting land may be unlikely. Confirmatory evidence of any such right has not been produced by the Complainant to officers.

10. The Complainant benefitted from the grant of planning permission relating to the conversion of a garage annexed to the Complainant's residence to be a further independent residential annex, and the access to that annex was described as lying within the Complainant's property.

Accordingly, the highway authority can reasonably expect the Complainant to use the private road, owned by the Complainant, lying to the North of Buttacre Lane as detailed in their planning application.

Recommendations

11. The Executive Member is asked to:

    1) Approve Option 1, which is to continue as per the Highway Infrastructure Asset Management Plan meaning that annual inspections will be carried out to identify immediate issues and repairs will be authorised in accordance with the current classification of the carriageway, its use and the priority.

       Reason:

       This approach recognises that the Western Section has a different use and need to the remainder of the Carriageway. As a result, the condition and level of maintenance varies across the length of the Carriageway.

       This is likely to necessitate more interventions in regard to routine maintenance but is unlikely to escalate to a capital scheme when compared to other carriageway assets within CYC and in accordance with the HIAMP principles, noting that currently the prioritisation process does not bring any works at this location into the funded element of the programme.

       It also includes the annual survey which is used to prioritise capital expenditure for all carriageway assets across the CYC area, noting that currently the prioritisation process does not bring any works at this location into the funded element of the programme

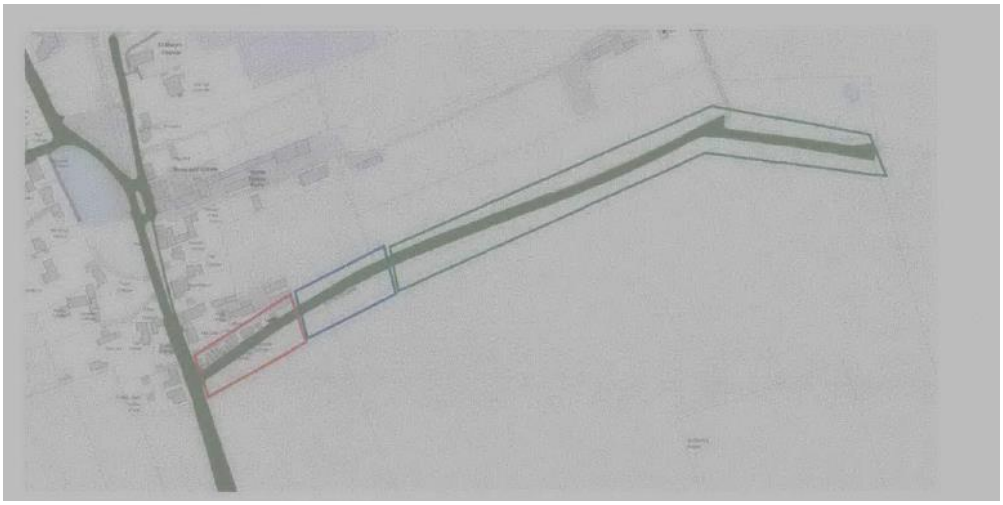
Background

12. Buttacre Lane, located off School Lane, Askham Richard, York is highway maintainable at public expense and as such it has previously been, and continues to be, inspected annually. See Annex A.

13. A letter written by one of the residents of Askham Richard dated 11/05/2022 was received by CYC. For the purposes of this report, we refer to that letter as “the Complaint Letter”

14. The Complaint Letter details concerns regarding the condition of the Carriageway across three distinct lengths and highlights condition and maintenance issues in each of those lengths, as shown on the plan annexed to the letter, and duplicated below. The Complainant states that the highway is out of repair and demands that CYC repair the entire carriageway length. . The Complaint Letter states that, should a satisfactory response not be provided, an application will be made for a Court order under s56 of the Highways Act 1980.

15.



16. In summary, the Complainant comments that the Complainant has a right of access to the Complainant’s property from the Carriageway, which the Complainant is unable to exercise due to the poor upkeep of the Carriageway.

17. We refer to information detailed within paragraph 8 above. The highway authority can reasonably expect the Complainant to use the private road to the North of Buttacre Lane

Consultation

18. In terms of current CYC staff members the following meetings have occurred on site with residents and / or Ward Members

Date	Council officer	Met with
9th June 2022	Highways Asset Manager Highways Inspector Drainage Engineer	Officer Inspection
17th October 2022	Head of Highways & Transport	Cllr Hook, representative from the Parish Council and the Complainant, being a resident of land within the vicinity of the Carriageway, but not abutting it

Options

19. Options in consideration are as follows:

Option	Detail
1	**Continue as per HIAMP** Continue as per the Highway Infrastructure Asset Management Plan meaning that annual inspections will be carried out to identify immediate issues and repairs will be authorised in accordance with the current classification of the Carriageway, its use and the priority. This approach recognises that the Western Section has a different use and need to the remainder of the Carriageway. As a result, the condition and level of maintenance varies across the length of the Carriageway.. This is likely to necessitate more interventions in regards to routine maintenance but is unlikely to escalate to a capital scheme when compared to other carriageway assets within CYC and in accordance with the HIAMP principles, noting that currently the prioritisation process does not bring any works at this location into the funded element of the programme. It also includes the annual survey which is used to prioritise capital expenditure for all carriageway assets across the CYC area, noting that currently the prioritisation process does not

	bring any works at this location into the funded element of the programme
2	**Full Carriageway Rehabilitation** This will mean escalating the carriageway works in the prioritised programme by exception so that it can be included in current available funding. These works are likely to cost in excess of £500,000 and will be subject to final design
3a	**Upgrade Western section** Undertake design works to upgrade Western Section of Buttacre Lane from junction with School Lane to beyond the residential properties (approx. 100m) in readiness for future capital works programme subject to capital prioritisation. This will mean escalating works on the Western Section in the prioritised programme by exception so that it can be included in current available funding. These works are likely to cost approximately £100,000 and will be subject to final design.
3b	**Upgrade Western section – design only** As above, but design works only in readiness for future capital scheme being funded

Analysis

20. As above

Council Plan

21. The Highway Maintenance work feeds into the following Council Plan priorities:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Safe communities and culture for all
- An open and effective council

Implications

22. Financial

23. There is currently no capital funding identified for this location. However, should the recommended option be approved, this would result in a continuation of the current arrangements and therefore can continue to be accommodated within existing budgets.

24. Legal

25. Section 41 of the Highways Act 1980 provides that the highway authority is under a duty to maintain the highway. It is the duty of the highway authority to maintain the road in such a state of repair as to enable safe passage in all seasons of the year.

26. There are a number of legal duties that have to be observed by each highway authority to ensure that roads are safe and passable. These include:

- To maintain public roads to a standard that ensures they are safe and passable
- To make adequate provisions to ensure that safety measures are in place for adverse weather conditions, such as icy pavements and roads.
- To recognise the character of each road within their care to ensure that it is maintained effectively for the volume and type of traffic use.
- To ensure appropriate warning signs are in place for any dangers on the road
- To maintain adequate records of works and repairs carried out on the road

27. Although the s41 duty applies to all highways, the question of the standard of maintenance so as to make a highway "reasonably passable for the ordinary traffic of the neighbourhood" should be assessed against the nature of user (ie whether domestic or agricultural) and volume of user.

28. When dealing with the question of whether a highway is considered to be "out of repair", each case will turn on its own facts. In the case of *Hereford and Worcester CC v Newman [1975]*, 'a highway out of repair' has been defined as where 'the surface of it [the highway] is defective or

disturbed in some way'; or 'has become unsound or impaired by neglect or use'. The Court of Appeal provided guidance on the standard of repair required in the leading case of *Burnside v Emerson and Nottinghamshire County Council [1968]*:

"The duty of maintenance….is a duty not merely to keep a highway in such a state of repair as it is at any particular time, but to put it in such good repair as renders it reasonably passable for the ordinary traffic of the neighbourhood at all seasons of the year without danger caused by its physical condition."

There is no modern case where the Courts have had to consider what defects would be sufficient to require a Court to find that the surface of the road is out of repair and the standard of maintenance required. Each case will be considered on its own facts.

While there is little judicial guidance on the standard of maintenance, the Department for Transport issues circulars giving guidance to highway authorities. Highway authorities, taking into account all relevant guidance, make policies as to how they will categorise their roads and the standard of maintenance to be applied to each category.

29. **Human Resources (HR)**

30. N/A

31. **Equalities**

The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions. These are taken into account when working on any schemes within the Highway maintenance programme and as an overarching approach to Highway asset management.

32. **Crime and Disorder**

33. N/A

34. Information Technology (IT)

35. N/A

36. Property

37. Officers have carried out relevant desktop and physical inspections, the results of which are summarised above. No desktop or physical evidence is currently available to indicate that the most eastern length (beyond the first 100m i.e.. the “Western Section”) of the Carriageway has been used for anything other than by agricultural vehicle(s) and pedestrians.

Risk Management

CYC consider that there are two primary risks:

1. Section 41 Claim

38. If an individual sustains an actionable injury and they are able to show that the injury arose as a result of the Carriageway being out of repair, CYC could be exposed to a breach of statutory duty claim pursuant to s41 of the Highways Act 1980 with potential substantial financial implications. The burden of establishing a breach of the s41 duty rests with the claimant. The claimant must prove that the highway was dangerous for the ordinary traffic that passes over it (Mills v Barnsley MBC [1992]).

39. If a s41 claim is made against a highway authority, in order to utilise the s58 Highways Act 1980 statutory defence, the authority must prove that they had not breached their duty of care and that, having had regard to the individual circumstances of the case, all reasonable measures had been taken within a reasonable timeframe to prevent harm to users.

2. Section 56 Order

39. If a member of the public considers that a highway is out of repair, s56 of the Highways Act 1980 enables any member of the public (“a complainant”) to apply to a magistrates' court for an order requiring the highway authority to put the highway back in repair within a specified time (“a s56 Order”). The process is initiated by the complainant serving notice on the authority requiring it to admit whether the way is a highway and whether it is liable to maintain it.

40. The authority then have one month to respond. The complainant has 6 months from receipt of the authority’s reply to apply to the magistrates’ court for a s56 Order. Where a complainant successfully obtains a s56 Order, the court may make a costs order against the authority. The Court must specify a “reasonable period” within which the highway must be put in repair. The s56 Order will not detail what repairs should be carried out. The Court’s decision can be challenged, if challenged, the Crown Court will rehear the whole case. Please see Annex C which contains the flow chart which is available to the public in relation to the s56 Order process.

41. Generally, a highway authority on receiving notice of a complaint in relation to the condition of a highway will want to consider whether the condition of the road in question complies with national codes of practice and its own policies and if not, whether there is good reason for the divergence.

42. If the authority thinks that the court may find the road to be “out of repair”, in order to avoid the s56 court proceedings, the authority may choose to undertake the repair works. The authority should inform the complainant/ residents about the repairs which the authority deems to be necessary and provide an estimated timescale for implementation.

43. Where the Court considers that the complainant is using the s56 process in order to seek an improvement to the highway or a level of maintenance beyond the level that can be reasonably required for the volume and type of traffic use, the claim is likely to fail.

    In *Kind v Newcastle upon Tyne Council [2001]* the court had to consider a metalled single track road in a rural area mainly used for farm access purposes. The complainant claimed that works were required to make the road safer for pedestrians, cyclists and horse riders. The High Court held that the road was not out of repair and that the complainant was seeking an improvement to the road rather than putting it into repair.

Contact Details

Author:	**Chief Officer Responsible for the report:**
Siavosh Mahmoodshahi Highway asset manager Highway and Transport	James Gilchrist Director of Environment, Transport and Planning
Andrew Davies Head of Highways Asset Management Highways and Transport	**Report Approved** √ **Date** 7/11/2022

Specialist Implications Officer(s) List information for all

Financial:	Legal:
Name Title Tel No.	Name: Jill Anderson Title: Senior Lawyer- Property Tel No. 01904 55 2260

Legal
Name: Ruhina Choudhury
Title: Senior Solicitor – Planning
Tel No: 01904 555086

Wards Affected: Rural West **All** ☐

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A: Plan of Adopted Highway
Annex B: Location Plan

Annex C – Section 56 Order Process

List of Abbreviations Used in this Report

HIAMP - Highway Infrastructure Asset Management Plan
CYC – City of York Council

This page is intentionally left blank

Annex A – Plan of Adopted Highway

Plan of Adopted Highway

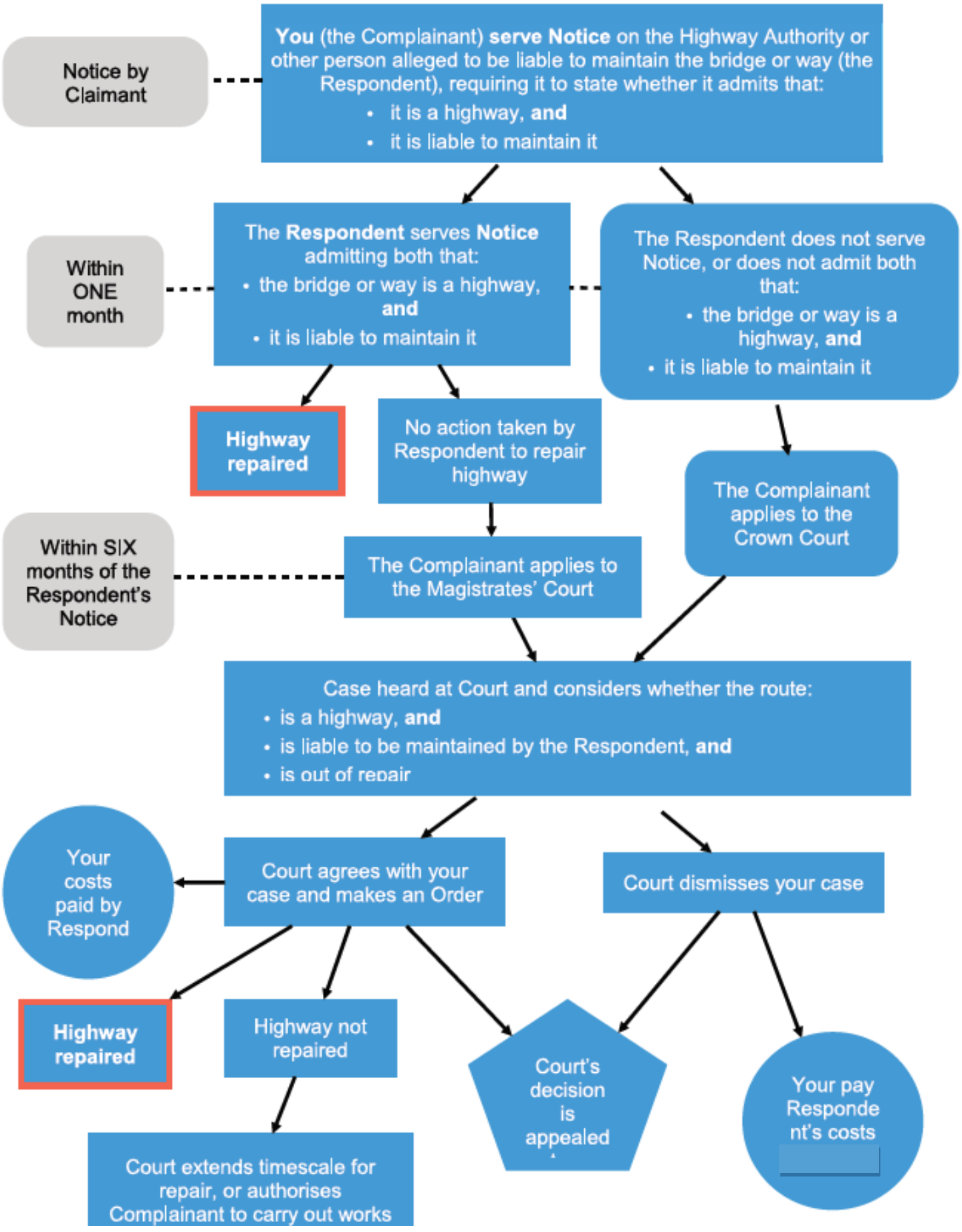
Annex B – Location plan

Google Earth Image of Location

Google Earth image looking West

This page is intentionally left blank

Annex C – Section 56 Order Process



This page is intentionally left blank