



Notice of a public meeting of

Decision Session - Executive Member for Transport

To: Councillor Ravilious (Executive Member)

Date: Tuesday, 11 March 2025

Time: 10.00 am

Venue: West Offices - Station Rise, York YO1 6GA

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm** on Tuesday, 18 March 2025.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday**, **7 March 2025**.

1. Apologies

To receive and note apologies for absence.

2. Declarations of Interest

(Pages 7 - 8)

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. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

3. Minutes (Pages 9 - 14)

To approve and sign the minutes of the Decision Session held on Monday, 20 January 2025.

4. 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 have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm** on **Friday**, **7 March 2025**.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

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

5. Review of Experimental Traffic Regulation (Pages 15 - 50) Order for the introduction of Blue Badge Parking and Loading Bays in the Pedestrian Area

This report reviews the Statutory Consultation information and survey data from the Experimental Traffic Regulation Order for the introduction of loading and Blue Badge Bays in Blake Street and Lendal, and in Davygate.

6. Consideration of the representations received (Pages 51 - 82) to the formal consultation to extend R23 Residents Parking Zone to include Government House Road an

This report considers the representations received to the statutory consultation to the Notice of Proposal for the amendment of the Traffic Regulation Order, advertised on 13 September 2024, which proposed to extend the existing Resident Parking (ResPark) zone R23 (Westminster Road) to include properties on Government House Road along with the introduction of no waiting at any time restrictions (Double Yellow Lines) on Water End Slip Road, and determine what future actions are appropriate.

7. Riverside Path Improvement Scheme (Pages 83 - 352)

This report aims to outline the necessary steps and approvals required to advance the Riverside Path Improvement Scheme to the next stages of the project governance process. It seeks to secure authorisation to proceed to detailed design and construction, planning permissions, and any other essential resources or endorsements needed to move forward with the project implementation.

8. Urgent Business

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

Democracy Officer: Ben Jewitt Telephone No: 01904 553073

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

- Registering to speak
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- Any special arrangements
- · Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

Alternative formats

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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.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

(Urdu) یه معلومات آپ کی اپنی زبان (بولی) میں ہمی مہیا کی جاسکتی ہیں۔

Declarations of Interest – guidance for Members

(1) Members must consider their interests, and act according to the following:

| Type of Interest | You must |
|--|---|
| Disclosable Pecuniary Interests | Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation. |
| Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related) | Disclose the interest; speak on the item only if the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting unless you have a dispensation. |
| Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects) | Disclose the interest; remain in the meeting, participate and vote unless the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item only if the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting unless you have a dispensation. |

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

Page 6

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

| City of York Council | Committee Minutes |
|---------------------------|---|
| Meeting | Decision Session - Executive Member for Transport |
| Date | 20 January 2025 |
| Present | Councillor Ravilious (Executive Member) |
| Officers In Attendence | Michael Howard - Head of Highways and Transport Geoff Holmes - Traffic Project Officer Molly Kay - Assistant Rights of Way Officer (Alleygating) Russell Varley - Definitive Map Officer David Mercer - Highway Engineering Design Manager |

32. Apologies for Absence (1:01pm)

There were no apologies.

The Head of Highways and Transport advised that he would be presenting reports on behalf of the Director of Environment, Transport and Planning.

33. Declarations of Interest (1:02pm)

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests she might have in the respect of business on the agenda, if she had not already done so in advance on the Register of Interests. None were declared.

34. Minutes (1:02pm)

Resolved: That the minutes of the Decision Session held on 5 December 2024 be approved and signed by the Executive Member as a correct record.

35. Public Participation (1:02pm)

It was reported that there had been 7 registrations to speak at the session under the Council's Public Participation Scheme.

Dr William Owen spoke on item 5 as a 20-year resident of the area; despite owning a car and not walking far, he voiced his opposition to the proposed Respark scheme because he believed the changes would make things worse.

Emily Green spoke on item 5 as a resident of the area; supporting the Respark Scheme, noting that the majority of residents had supported the scheme, but there had been insufficient turnout to reach 50% the threshold.

Joanne Pearson spoke on item 5 as a resident of the area; supporting Respark. She expressed concern over the number of student lets and Airbnb in the area, and said she felt this transient population played into the fact that 50% of residents did not vote on the Respark decision.

Lindsay Walter spoke on item 5 as resident of the area; supporting Respark. She said that it was problematic for families or those in ill-health to live in the area and a large amount of strategy must be employed over taking a car out since the parking space is likely to be occupied on the residents return. She cited Nestle, York Hospital, Nuffield Hospital, and the new Rowntree development as primary contributors during the day, but said the free parking in the area was also abused by commuters who parked, then caught buses and onward trains to work, and attendees at Rowntrees theatre in the evenings were often inconsiderate.

Anda Baraskina spoke on item 5 as resident of the area; supporting Respark. She said that she had stayed at home to await her annual gas check, which required all appliances to be turned off. The gas man was unable to park due to the overcrowding on the street and did not attend. Ms Baraskina claimed that she feared eviction if she could not satisfy the landlord that the gas certificate had been issued.

Peter Baren spoke on item 7 as a local resident; he highlighted concerns regarding road safety on Black Dike Lane, caused by traffic, and people using the lane as a rat run through Poppleton. He illustrated a number of the accidents and incidents that had taken place caused by this traffic.

Cllr Hook spoke on item 7, in favour of officer recommendations, reiterating the previous speaker's concerns and thanking officers for their work in the report to deter larger vehicles. She highlighted the sharp bend in the road being a hazard particularly for wheelchair users, families with buggies, horse riders, especially with no pavement.

Review of proposed R67 Resident's Priority Parking 36. Scheme consultation in the Huntington Road area (1:23pm)

The Traffic Project Officer summarised the report, explaining that following petitions in 2019 and 2020 there had been an informal consultation with 267 properties, resulting in a 60:40 split of respondents in favour of the Respark scheme, but the response rate had not exceeded 50%, meaning the threshold laid out by the Council had not been met. Officers were therefore recommending to take no further action and remove the area from the waiting list.

The Executive Member thanked officers for their work and acknowledged the public participation, noting the depth of feeling and cautioning that the low response rate itself could not directly be interpreted as either a sign of support or opposition for the scheme.

She acknowledged the clear issues with parking in the R67 area, preventing residents from parking near their home or engaging in activities or receiving tradespeople, ambulances and other services to their homes.

She also spoke about how parking in the R67 area impacted the bus route through the area, as well as persistent obstruction to a cycle route through the area. She acknowledged the need to take action to benefit residents but also avert impacting these wider transport concerns.

The options available in these situations would be to pursue either a Traffic Regulation Order or the already proposed Resident's Parking; given the number of residents who had spoken in favour of resident's parking the Executive Member was minded to approve the latter.

The Executive Member therefore

Resolved: To approve Option 3, advertising an amendment to the Traffic Regulation Order to introduce new Resident's Priority Parking restrictions to the whole consultation area, and to also include Haleys Terrace within the proposed scheme, and to operate 24 hours Monday to Sunday.

Reason:

From the response received, a majority (60%) of respondents were in favour of the proposal but the low response rate meant it was not possible to interpret non-engagement as either supporting or opposing the proposal. The Executive Member will work with Ward Councillors to increase the response rate

on the statutory consultation for a clearer view of local residents' views on this matter.

Proposed diversion of public bridleway, Heworth (Without) 37. No 1 and 2 (1:28pm)

The Assistant Public Rights Of Way Officer presented report, assisted by the Definitive Map Officer. She explained that the movement of the bridleway had been proposed following an application from the landowner, due to the existing route being prone to nettle growth and waterlogging. There had been no objections throughout the initial 28-day consultation and the application was supported by outside bodies. Costs for the application and the diversion work would be covered by the landowner and officers recommended that the bridleway be diverted.

The Executive Member asked whether it would cost more to keep the bridleway open – officers advsed that the Public Rights Of Way team were responsible for maintaining the path, and while the cost of maintaining nettles may be slightly higher for the new route, the expense on waterlogging would be greatly reduced so the cost to the authority would even out.

On this basis the Executive Member

Resolved: To approve Option 1, which authorises the making of a public path order to divert part of public bridleway Heworth (Without) 1 and 2, by creating a new public path and extinguishing the current public path, that public notice of the making of the order be given and if no objections are received within the period specified, or if received objections are subsequently withdrawn, authorises the confirmation of the order. If objections are received and not withdrawn, then the matter will be referred

back to the Executive Member to decide whether it is sent to the

Secretary of State for a final decision.

This option is in the interests of the landowner, and the council Reason: is satisfied that the legislative requirements have been met.

Those in support of the order have commented that the new section of bridleway will be more pleasant for horse riders and walkers, although some may be wary of using a circuitous woodland path for personal safety reasons. The increased length of the bridleway is seen as a positive change as is the increased width which will enable all users to safely pass one another while using the path - an ongoing issue with the

existing path. There were no objections at pre-order consultation stage.

38. Black Dike Lane - Danger Reduction Scheme (1:31pm)

The Highway Engineering Design Manager presented the report, explaining that this had been produced following receipt of a petition from residents presented to full council in 2021, and a full feasibility study had been undertaken.

The scheme proposed to reconcile danger reduction methods such as reinforcing current restrictions on Black Dyke Lane by adding further signage and making the Station Road junction more obvious. The study considered vehicle speeds in conjunction with the Highway Regulation team, including the 40mph on A59 being extended into the top of Black Dyke Lane which had been approved and would be further dropped to 20mph. Officers had endeavoured to take account of people's concerns, and the rural setting and weight limit of the road and could provide enforcement options without needing to escalate to North Yorkshire Police. It was also proposed that satellite navigation companies could be contacted to request removal of this route from their systems to discourage its use as a short cut or "rat-run".

The Executive Member asked if the scheme was to be implemented, what monitoring could be done to ensure its success? The Highway Engineering Design Manager answered that the intention would be to let the scheme bed in, and then a speed survey could be undertaken. Officers could also work with North Yorkshire Police to expand the database record of accidents including damage only ones (recognising that some of these are not reported). A traffic survey could be undertaken for speed monitoring purposes.

The Executive Member said that while she was comfortable to progress with officer recommendations, she still wished to monitor progress going forward to ensure this remains a liveable place, and disincentivise use as a short cut.

She therefore

Resolved: To approve Option 1, comprising:

 (i) A complete refresh of all road markings along Black Dike Lane and replacement of all faded or damaged signs, as well as hedge trimming to improve visibility of the signage;

Page 12

- (ii) The introduction of additional signs and road markings to further reinforce the existing signs and markings and better highlight existing hazards to ensure motorists drive appropriately in compliance with the signed speed limits, and to dissuade larger goods vehicles from using Black Dike Lane; and
- (iii) The reduction of the 60mph speed to 30mph under an Experimental Traffic Regulation Order for up to 18 months, after which a further decision will be sought about whether to make the ETRO permanent.
- (iv) The reduction of the 30mph speed limit to 20mph under an ETRO for up to 18 months, after which a further decision will be sought about whether to make the ETRO permanent.

Reason:

To carry out a number of complimentary measures to improve road safety on Black Dike Lane and Manor Close.

Cllr K Ravilious, Chair [The meeting started at 1.01 pm and finished at 1.40 pm].



| Meeting: Decision Session for Executive Member for | |
|---|-----------|
| | Transport |
| Meeting date: 11/03/2025 | |
| Report of: Director of Environment, Transport and Plann | |
| Portfolio of: Executive Member for Transport | |

Decision Report: Review of the Experimental Traffic Regulation Order for the introduction of Blue Badge Parking and Loading bays in the Pedestrian Area

Subject of Report

- 1. The report reviews the Statutory Consultation information and survey data from the Experimental Traffic Regulation Order (ETRO) for the introduction of loading and Blue Badge Bays:
 - a) In Blake Street and Lendal, which are signed as loading bays between 6am and 10.30am and Blue Badge parking bays between 10.30am and 6am the next day.
 - b) In Davygate, which are signed as loading bay between 6am and 10.30am, No Waiting between 10.30am and 5pm, and Blue Badge parking bay between 5pm and 6am the next day.
- 2. The bays do not have a limit of the duration of stay, which helped to provide a longer duration of parking for Blue Badge Holders and provided a greater opportunity to access the city centre.
- 3. The ETRO allowed for the consultation to be undertaken whilst the bays are in place. This meant that the feedback which was provided was based on the lived experience of the bays and allowed for survey information to be undertaken to review the level of use of the bays.
- 4. The report provides a recommendation on the future of the bays.

Benefits and Challenges

- 5. The main benefit of the ETRO is that it allowed for vehicles displaying a Blue Badge to park for longer than 3 hours. This provided Blue Badge holders with an availability for a greater duration of parking in the city centre to access services such as post office, banks, public meetings at the Guildhall, shops, hospitality and leisure venues.
- 6. The ETRO only provided parking spaces for 3 vehicles (2 on Blake Street and 1 Lendal) during the footstreet hours, with an additional 2 parking spaces on Davygate outside of the footstreet hours. The limited number of bays means there is no guarantee of an availability when required.
- 7. The bays allow for loading activities to be undertaken in the morning only, between 6am and 10.30am, to help ensure that the businesses in the vicinity are provided with a suitable loading area. This put an additional restriction on the businesses, as their loading activities were restricted to the morning, therefore it may of had a negative impact on any business that relies on evening deliveries.
- 8. Although the location of the bays offers the shortest route possible to many city centre shops, services and venues, some Blue Badge holders may find them difficult to use as they are near areas where the street surface includes cobbles. Dropped kerbs and/or raised tables are generally available close to the parking bays to enable wheelchair and/or mobility aid access to the footways but, in some areas, this requires users to walk or wheel over cobbled areas.

Policy Basis for Decision

9. The introduction of Blue Badge parking within the footstreet area is in line with the number 1 policy focus area of the local Transport Stategy to improve accessibility. The Blue Badge parking bays help to shape a city centre that is accessible to everyone and provide access to the city centre facilities for all resident and visitors.

Financial Strategy Implications

- 10. The recommended option within the report will have very limited cost as the signs and lines for the bays were put in place at the beginning of the ETRO and therefore the only cost for the recommended option will be the making of the legal Order.
- 11. There will be an ongoing maintenance cost for the signing and lining of the bays, which will be met through the Councils highway maintenance budget.

Recommendation and Reasons

12. Option 1 – Make the existing ETRO permanent (recommended).

Reason: This would be in line with the Council priority of improving the accessibility of the city centre, so making the bay permanent would align with the core priorities of the administration. The surveys showed that the use of the area had increased during the ETRO, which helps to show they have been positively received.

Background

- 13. In October 2023 the Council Executive agreed to restore vehicle access to the city centre for Blue Badge holders. It was agreed that vehicle access for Blue Badge holders would be restored from Thursday 4th January via Goodramgate and Blake Street following the completion of the works to install the bollards.
- 14. The vehicular access to the footstreet area during the times of operation (10.30am-5pm) is managed by staff at the barriers on Blake Street and Goodramgate. Blue Badge holders are allowed to enter the area with a vehicle when presenting their Blue Badge.
- 15. Staff at the Blake Street barriers enable access to Blake Street, St Helen's Square, and Lendal. Staff at Goodramgate enable access to Goodramgate, Church Street, King's Square and Colliergate.
- 16. All of the named streets were covered by double yellow lines. Blue Badge holders are eligible to park on double yellow lines, as long as the vehicle is not deemed to be causing an obstruction, for up to 3 hours. The Blue Badge access consultation undertaken by the Council indicated that some Blue Badge holders would like to

have access to parking bays which allowed parking for longer than 3 hours.

- 17. In April 2024 approval was provided by the Executive Member for Economy and Transport to introduce an ETRO to provide loading and Blue Badge bays:
 - a) In Blake Street and Lendal, which are signed as loading bays between 6am and 10.30am and Blue Badge parking bays between 10.30am and 6am the next day.
 - b) In Davygate, which are signed as loading bay between 6am and 10.30am, No Waiting between 10.30am and 5pm, and Blue Badge parking bay between 5pm and 6am the next day.

Consultation Analysis

- 18. On 14th May 2024 a letter (Annex B) was sent to relevant stakeholders to advise that the ETRO for the introduction of the bays would come into effect on the 21st May 2024 for an experimental period of 18 months. The Notice of Making attached to the letter provided information of a 6-month consultation period which ended on the 20th November 2024.
- 19. The letter was hand delivered to all properties on Blake Street, Davygate and Lendal. The letter was also circulated by York Bid with their members and also with members of the York Access Forum.
- 20. Information about the experimental Order for the introduction of the bays was also added to the Council Website, so members of the public can review the experimental order and understand how to provide representations if required.
- 21. Vehicle accessing the pedestrian during the times of operation were also provided with a leaflet (Annex C) from Gough and Kelly staff at the entrance points. The leaflets advise where the bays are and the times of operation.
- 22. The consultation received 4 representations in response to the ETRO, 2 representations in favour (Annex D) and 2 in objection (Annex E) to the proposal.
- 23. The 2 representations in favour of the ETRO commented that the introduction of the parking spaces is helpful and extremely beneficial for Blue Badge holders.

- 24. One representation that was received in objection to the ETRO was in relation to the available parking not being sufficient and they would like more bays, with greater access to the pedestrian area during the times of operation. The extension of the bays and access to the city is outside of the scope of the ETRO, although the representation does show that the blue badge community does feel that further work is required to help provide a more accessible city centre.
- 25. The second representation received in objection was about the misuse of the bays, as on an evening the bays on Blake Street had been taken up by vehicles not displaying a blue badge and was utilised by delivery drivers. This left the resident with second thought about trying to use the bays again on an evening to try and avoid disappointment. This representation was helpful and the bays did receive an increase in enforcement action following the representation.
- 26. In addition to the consultation that was undertaken, surveys were undertaken prior and during the Experimental Order to understand how the area is used during different periods of the day. The survey dates were:
 - 29th April 5th May 2024
 - 28th October 10th November 2024

The survey data showed the number of vehicles using of each bay each day in 15-minute intervals. The usage of the bays did increase during the period with a daily average of 105 vehicles registered as parked over the three areas every 15 minutes before the ETRO, which increased to 128 vehicles per day during the ETRO.

27. The surveys only registered if a vehicle was parked in the bay every 15 minutes, it did not show if it was the same vehicle. Therefore it is unclear if the bays encouraged blue badge holders to utilise the bays for longer than 3 hours.

Options Analysis and Evidential Basis

28. Option 1 – Make the existing ETRO permanent (recommended)

This would be in line with the Council priority of improving the accessibility of the city centre, so making the bay permanent would align with the core priorities of the administration. The surveys showed that the use of the area had increased during the ETRO, which helps to show they have been positively received.

29. Option 2 – Rescind the ETRO and remove the on-street loading and Blue Badge Bay (not recommended)

This would go against the core priorities of the Council and reduce the parking availability within the pedestrian area with a blue badge to parking on the double yellow lines for a maximum of 3 hours.

Organisational Impact and Implications

- 30. The following implications have been identified for the recommended option:
 - **Financial**, the recommended option within the report will have very limited costs as the signs and line for the bays were put in place at the beginning of the ETRO and therefore the only initial cost will be the making of the legal Order. There will be an ongoing maintenance cost for the signing and lining of the bays, which will be met through the Councils highway maintenance budget.
 - Human Resources (HR), If the proposed recommendation is approved and the ETRO is made permanent then enforcement of the proposed traffic restrictions would fall to the Councils Civil Enforcement Officers, this would not constitute an extra demand on their workload, as they are already enforcing the restriction.

Legal, The Council regulates traffic by means of Traffic Regulation Orders (TROs) made under the Road Traffic Regulation Act 1984 (the Act) which can prohibit, restrict, or regulate the use of a road, or any part of the width of a road, by vehicular traffic. In making decisions on TROs, the Council must consider the criteria 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).

The balance between these considerations must come to the appropriate decision.

When considering any parking restrictions proposed, the Traffic Authority has to consider its duty (as stated above)

Page 19

against the factors mentioned in Section 1 of the Road Traffic Regulation Act 1984.

An ETRO can be made permanent in accordance with the procedure and subject to the stipulations set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The validity of an order can be challenged at the High Court within 6 weeks of the date of the making of the order on the grounds that the Council has acted outside the powers conferred on them by the Act (ultra vires) or that they have not followed the prescribed procedure for the making of the order.

- Procurement, no implications identified.
- Health and Wellbeing, the provision of these Blue Badge bays leads to improved health and wellbeing by giving disabled people greater access to the city centre and the social opportunities that this brings?
- Environment and Climate action, no implications identified.
- Affordability, no implications identified. Blue Badge parking is free on street and in City of York Council car parks.
 Parking in the proposed bays will also be free of charge.
- Equalities and Human Rights, The Council recognises, and needs to take into account, its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). An Equalities Impact Assessment has been carried out and is provided with this report at Annex B. In summary, the assessment found that the proposal is anticipated to have positive impacts for some groups with protected characteristics and this will be monitored over the ETRO period. The Equalities Impact Assessment will be updated accordingly.
- Data Protection and Privacy, no implications identified.
- **Communications**, If the recommended option is approved communication of the making of the Order will ensure Blue Badge holders are notified.

• **Economy**, Economic impacts will be mixed with reduced loading capacity for businesses on the streets concerned (although still available in the morning and/or at other locations) but improved access for Blue Badge holders who may access these businesses as staff and/or customers.

Risks and Mitigations

31. The recommended option does have some risk associated to it as provides parking within the pedestrian area beyond the Hostile Vehicle Measures, which will encourage vehicles to access the area during the hours of operation. The risk is mitigated by only allowing vehicles displaying a Blue Badge to access the area, with the access point staffed and proof of Blue Badge required before the barriers are opened.

Wards Impacted

32. The proposal has an impact on the Guildhall Ward as that is where bays will be located but the proposal will have an impact on Blue Badge holders across all wards as well as for visitors to York.

Contact details

For further information please contact the authors of this Decision Report.

Author

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|------------------|--|--|
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| Telephone: | 01904 552547 | |
| Report approved: | Yes | |
| Date: | 27/02/2025 | |

Co-author

| Name: | Darren Hobson | |
|---|--------------------------------|--|
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Page 21

| Report approved: | Yes |
|------------------|------------|
| Date: | 27/02/2025 |

Background papers

https://democracy.york.gov.uk/documents/g14345/Decisions%20Tuesday%2016-Apr-2024%2010.00%20Decision%20Session%20-%20Executive%20Member%20for%20Transport.pdf?T=2

Annexes

- Annex A: Equalities Impact Assessment (EIA)
- Annex B: Residents Business Letter Blue Badge Loading bay Experimental Order
- Annex C: Blue Badge Loading bay leaflet
- Annex D: Representations in Favour
- Annex E: Representations in Objection



City of York Council **Equalities Impact Assessment**

Who is submitting the proposal?

| Directorate: | | Place | |
|----------------------------|-----------------------------------|--|-------------------------------------|
| Service Area: | | Transport | |
| Name of the propos | | Introduction of Blue Badge Street and Davygate | e car parking bays on Lendal, Blake |
| Lead officer: | | Helene Vergereau, Head of Highway Access and Development | |
| Date assessment completed: | | 4 April 2024 | |
| Names of those wh | o contributed to the assess | ment : | |
| Name | Job title | Organisation | Area of expertise |
| Darren Hobson | Traffic Management Team Leader | CYC | Transport |
| David Smith | Access officer | CYC | Accessibility |

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.

The proposal aims to make the Experimental Traffic Regulation Order (ETRO) permanent to provide loading and Blue Badge bays in Lendal and Blake Street and Davygate.

The bays have been in operation under an ETRO and used for loading between 6am and 10.30am and will be reserved for Blue Badge holders outside of these hours.

For the bays in Blake Street and Lendal, Blue Badge parking will therefore be available between 10.30am and 6am the next day, with Blue Badge access during footstreet hours (10.30 am to 5pm) permitted through the hostile vehicle mitigation bollards on Blake Street on presentation of a Blue Badge. Vehicles carrying Blue Badge holders are permitted to exit through the bollards on Lendal.

For the bays on Davygate, as vehicular access is only permitted outside of the footstreet hours, Blue Badge parking will be available from 5pm until 6am the next day.

The bays were implemented without a limit on the duration of stay. This is to provide a longer duration of parking for Blue Badge holders to improve access to the city centre.

The original Order were originally implemented as an Experimental Order as the process allowed for:

- The bays to be put in place quickly;
- The consultation to take place whilst the bays are in place, providing feedback from users based on lived experience of the bays to better inform any future decisions on the matter;
- The bays or time restrictions to be changed quickly if they need to be amended based on user experience and the feedback received.

Following the consultation period within the ETRO it is now proposed to make the Order permenant.

| 1.2 | Are there any external considerations? (Legislation/government directive/codes of practice etc.) | | |
|-----|--|--|--|
| | Road Traffic Regulation Act 1984 | | |
| | The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 | | |
| | The Traffic Signs Regulations and General Directions 2016 | | |
| | Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, | | |
| | Department for Transport | | |
| | BS8300 Design of an accessible and inclusive built environment, Part 1: External environment — Code of | | |
| | practice | | |
| | Equality Act 2010 | | |

| 1.3 | Who are the stakeholders and what are their interests? | | |
|-----|--|--|--|
| | Blue Badge holders and the people they travel by car with (carers, family, friends, taxis, etc). | | |
| | Local businesses, their customers, and the suppliers and contractors delivering to those businesses. | | |
| | Highway users, including people walking and cycling and users of cycle parking on the streets | | |

| 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. | | |
| | The provision of Blue Badge bays in Blake Street, Lendal and Davygate aims to improve access to the city | | |
| | centre for Blue Badge holders by providing an alternative to parking on double yellow lines which is restricted | | |
| | to a maximum duration of 3 hours and does not provide parking bays. | | |

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 |
| Feedback from the York City centre accessibility workshops facilitated by MIMA | | Workshops have been focusing on access to the city centre and how this can be improved and provided feedback based on users' lived experience |
| Feedback from the York Access Forum | | The Access Forum meets regularly to provide feedback on access issues in York |
| Inclusive Mobility, House of Commons Blue Badges and parking for disabled people, and other relevant publications | | Additional information on the impact of providing Blue Badge bays, design recommendations, etc |
| Representations received from the consultation period within the ETRO | | The representations provided information on the lived experiences of users of the bays, which help provide information on how the bays can be managed better i.e. increase in enforcement. |

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 |
| | bays deliver an improved experience to the City Centre for Blue badge holders? | The ETRO allowed for monitoring and feedback to be provided through the consultation period and site surveys. Monitoring and feedback will continue through the York City centre accessibility workshops and the York Access Forum |
| Will the loading capacity be sufficient for local businesses? | | The ETRO allowed for monitoring and feedback to be provided through the consultation period and site surveys. Monitoring and feedback will continue through communication with local businesses and partners. |

Step 4 – Analysing the impacts or effects.

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 of the recommended option | Positive (+) Negative (-) Neutral (0) | High (H) Medium (M) Low (L) |
|-----------------------------------|--|---|-----------------------------------|
| Age | See below, the benefits are anticipated to be realised for Blue Badge holders and their family, friends, and carers. Older people are more likely to hold a Blue Badge so the benefits described under the "Disability" section will be relevant to older people who have a Blue Badge. | + | M |
| Disability | The proposed Blue Badge bays will provide a new car parking option, using bays for unlimited durations, to supplement the existing option to park on double yellow lines for up to 3 hours in locations which are close to City Centre shops and services. The bays will enable parking without any time limit, apart from the need to vacate the bays to enable loading to take place between 6am and 10.30am every day. This was reviewed during the experimental order from monitoring and feedback. The provision of the bays is anticipated to have a positive impact on accessibility to the City Centre, including during footstreet hours where vehicular access is restricted, | + | M |

| Equality Groups and Human Rights. | Key Findings/Impacts of the recommended option | Positive (+) Negative (-) Neutral (0) | High (H) Medium (M) Low (L) |
|-----------------------------------|--|---|-----------------------------------|
| | including for Blue Badge holders who are permitted access on two loops only. The impact will be relatively limited as only 5 bays are proposed in total and only 3 bays will be available during footstreet hours. As noted in the report, some accessibility issues will remain for the proposed bays as they are close to cobbled areas and although dropped kerbs and/or raised tables are generally available close by to enable users to rejoin the footways, these are not directly adjacent to the proposed bays. | | |
| Gender | No potential disproportionate impacts identified. | | |
| Gender | No potential disproportionate impacts identified. | | |
| Reassignment | | | |
| Marriage and civil partnership | No potential disproportionate impacts identified. | | |
| Pregnancy and maternity | No potential disproportionate impacts identified. Some people may experience mobility issues during or after pregnancy. If this results in them becoming a Blue Badge holder, the impacts described in the "Disability" section above will be relevant. | + | M |
| Race | No potential disproportionate impacts identified. | | |
| Religion | No potential disproportionate impacts identified. | | |
| and belief | | | |
| Sexual | No potential disproportionate impacts identified. | | |

| Equality Groups and Human Rights. | Key Findings/Impacts of the recommended option | Positive (+) Negative (-) Neutral (0) | High (H) Medium (M) Low (L) |
|---|---|---|-----------------------------------|
| orientation | | | |
| Other Socio- economic groups including: | Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes? | | |
| Carer | For carers who take care of a Blue Badge holders, the impacts identified in the "Disability" section will be relevant. | + | M |
| Low income groups | No potential disproportionate impacts identified. | | |
| Veterans, Armed Forces Community | No potential disproportionate impacts identified. Some members of the veterans and armed forces community may experience mobility issues. If they are a Blue Badge holder, the impacts described in the "Disability" section above will be relevant. | + | M |
| Other | Not applicable | | |
| Impact on human rights: | | | |
| List any human rights impacted. | The proposal should have a positive impact with regard to: Article 8 "Respect for your private and family life, home and correspondence". This includes a right to participate in essential economic, social, cultural and leisure activities. In some circumstances, public authorities may need to help people enjoy their right to a private life, including their ability to participate in society. | + | M |

| Equality Groups and Human Rights. | Key Findings/Impacts of the recommended option | Positive (+) Negative (-) Neutral (0) | High (H) Medium (M) Low (L) |
|-----------------------------------|--|---|-----------------------------------|
| | Article 14 "Protection from discrimination in respect of these rights and freedoms". This requires that all of the rights and freedoms set out in the Human Rights Act must be protected and applied without discrimination. | | |

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

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 been done to optimise opportunities to advance equality or foster good relations?

The ETRO allowed for the use of the bays to monitored and gather feedback on the lived experience of the users. The representations received indicated that misuse of the bays, which was reported to the Council Civil Enforcement Officer and an increase in patrols was introduced to mitigate the misuse of the bays. The proposal is expected to continue to have positive impacts, improving access to the city centre for Blue Badge holders. As the recommended option proposes to make the bays permanent, it will be a continuation of the current situation that is occurring.

Step 6 – Recommendations and conclusions of the assessment

- 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 proposal is expected to continue the positive impacts, improving access to the city centre for Blue Badge holders. As the recommended option proposes to make the current Experimental restriction permanent, it will continue the current situation that is occurring. |

Step 7 – Summary of agreed actions resulting from the assessment

| 7.1 What action, I | What action, by whom, will be undertaken as a result of the impact assessment. | | |
|--|--|------------------|-----------|
| Impact/issue | Action to be taken | Person | Timescale |
| | | responsible | |
| Impact on Blue Badge holders (including those using the bays and those parking on double yellow lines) | • | Helene Vergereau | Ongoing |

| Impact on businesses and | Continued review of loading | Helene Vergereau | Ongoing |
|--------------------------|---------------------------------|------------------|---------|
| loading activity | activity in the area and gather | | |
| | feedback from users | | |

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? |
|------|---|
| | Feedback from the York access forum, York Bid, businesses in the area and other interested parties, will help to provide feedback on the use of the bays for loading activities and Blue Badge parking, to ensure the bays are utilised as proposed at the relevant times of operation. |





Place Directorate

West Offices Station Rise York YOI 6GA

Email: highway.regulation@york.gov.uk

Date: 14th May 2024

Dear Resident/Business

Blue Badge parking/Loading Bay Experimental Traffic Regulation Order

I'm writing to let you know that five new Blue Badge parking/loading bays will come into operation on Blake Street, Davygate and Lendal on 21 May 2024.

These bays were approved at the Executive Member for Economy and Transport's decision session on 16 April 2024 (https://democracy.york.gov.uk/ieListDocuments.aspx?Cld=1061&Mld=14345), and are being created under an Experimental Traffic Regulation Order (ETRO). The recommendation to create these parking bays was in response to a consultation which began in November 2023, on improving accessibility for disabled people in York city centre.

The bays for Blue Badge holders' use are on:

- Blake Street, two bays on the right-hand side of the road between McDonalds and St Helen's Square, from 10:30am til 6am the next morning
- Lendal, one bay on the left-hand side of the road outside the former Post Office, from 10:30am daily til 6am the next morning.
- Davygate, two bays on the right-hand side of the road outside Betty's café. They can be accessed and used from 5pm (when the footstreet hours end) til 6am the next morning.

Once parked with a valid Blue Badge on display, the vehicle can stay there unrestricted until the following morning at 6am.

To meet the needs of local businesses, the bays will be used for loading only from 6am til 10:30am each morning. Blue Badge holders cannot use the bays during these times.

Page 38

As part of the ETRO, Blue Badge holders, local businesses and residents are invited to comment on these bays before 20 November. Please tell us how easy they are to manoeuvre into, their location and hours of use, for example.

Depending on users' experiences, adjustments may be made to the bays which would initiate the start of a further 6-month consultation period. A formal decision on the ETRO would then be required within 18 months of date when the bays first opened.

Please share your views on the proposal and on the bays by emailing highway.regulation@york.gov.uk, or writing to Highway Regulation, City of York Council, West Offices, York YO1 6GA. Please send your views to us before the date 20 November 2024, which is the specified in the Notice.

Yours faithfully

D. Hobson

Darren Hobson Traffic Management Team Leader

Enc. Documentation

Cc – Cllr R. Melly, Cllr D. Merrett & Cllr T. Clarke

Page 39

CITY OF YORK COUNCIL THE YORK (BLUE BADGE PARKING) (EXPERIMENTAL) TRAFFIC ORDER 2024 NOTICE OF MAKING

Notice is hereby given that on the 9th day of May 2024 City of York Council in exercise of powers under Section 9, 10, 32, 35, 35A, 36, 47, 51, 52 and Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of police in accordance with Schedule 9 of the Act, made The York (Blue Badge Parking) (Experimental) Traffic Order 2024 ("the Order") which comes into effect on the 21st day of May 2024 for an experimental period of 18 months ending on the 20th day of November 2025 and amends The York Parking, Stopping & Waiting Order 2014 (or any replacement thereof) by:

- 1. Introducing a loading bay with operative hours from 6.00am to 10.30am daily in York, as follows:
 - (a) Blake Street, on its south west side, between points 11 metres north and 3.5 metres south from the projected southern property boundary line of No. 18 Blake Street.
 - (b) Davygate, on its south side, between points 11.5 metres north west and 2.5 metres south west from the projected north western property boundary line of No. 4 Davygate.
 - (c) Lendal, on its south side, between points 8 metres and 15 metres north west from the projected south eastern property boundary line of No. 22 Lendal.
- 2. Introducing a Disabled Person's (Blue Badge) Parking Place with operative hours from 10.30am to 6.00am daily in York, as follows:
 - (a) Blake Street, on its south west side, between points 11 metres north and 3.5 metres south from the projected southern property boundary line of No. 18 Blake Street.
 - (b) Lendal, on its south side, between points 8 metres and 15 metres north west from the projected south eastern property boundary line of No. 22 Lendal.
- 3. Introducing a Disabled Person's (Blue Badge) Parking Place with operative hours from 5.00pm to 6.00am daily in Davygate, York, on its south side, between points 11.5 metres north west and 2.5 metres south west from the projected north western property boundary line of No. 4 Davygate.
- 4. Introducing 'No Waiting 10.30am-5.00pm' restrictions in Davygate, York on its south side, between points 11.5 metres north west and 2.5 metres south west from the projected north western property boundary line of No. 4 Davygate.

The Council will be considering, in due course, whether the provisions of this Experimental Order should be continued in force indefinitely.

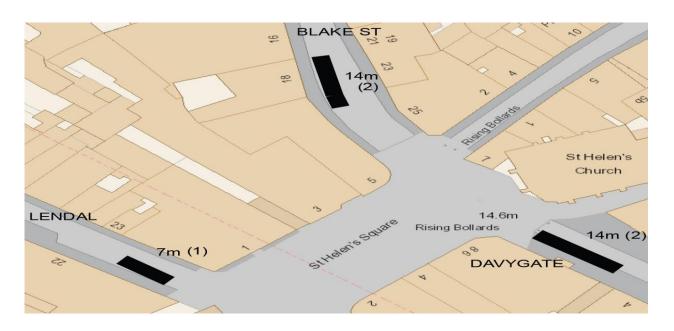
Any person wishing to object to the indefinite continuation of the Order must state their grounds for objection in writing to Director of Place, West Offices, Station Rise, York, YO1 6GA, so that the objection is received by no later than the 20th day of November 2024.

A copy of the Order, statement of reasons for making it and map showing the lengths of road affected may be inspected at the City of York Council Reception at West Offices, Station Rise, York, YO1 6GA during normal business hours. Any person who wishes to question the validity of the Order or of any of its provisions on the grounds that it is not within the powers of the Road Traffic Regulation Act 1984 as amended or that a requirement of any regulations thereunder has not been complied with may, within 6 weeks from the commencement date of the Order, make application for that purpose to the High Court.

14th day of May 2024

Director of Place, West Offices, Station Rise, York YO1 6GA

Page 40



Annex C:

Page 41

YORK

New Blue Badge parking and loading bays on Blake Street, Lendal and Davygate

Following feedback on how to make York city centre more accessible for disabled people, we've made five new experimental bays on Blake Street, Lendal and Davygate.

The bays are reserved for:

- Loading only between 6am and 10.30am
- Blue Badge holders parking on Blake St (2 spaces) and Lendal (1 space) from 10:30am to 6am the next morning, and on Davygate (2 spaces) from 5pm to 6am.

Blue Badge holders can park in them for any length of time between 10:30am and 6am.

As the bays are an experiment, Blue Badge holders, local businesses and residents are invited to tell us how they've found using them. For example, how easy they are to use, their location and hours of use.

Page 42

Depending on your feedback, changes may be made to the bays. Please turn the page for how to tell us how you've found using them.

Please share your views on the new bays by emailing: highway.regulation@york.gov.uk

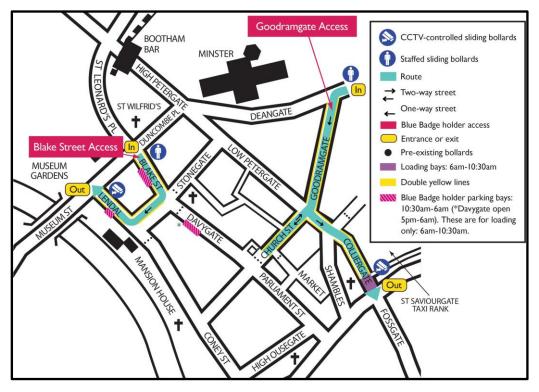
or writing to Highway Regulation, City of York Council, West Offices, York YO1 6GA.

More about accessible parking at: www.york.gov.uk/BlueBadgeParking

or scan this QR code.







Annex D:

As a blue badge holder it will be very helpful to have these extra parking spaces.

It will be interesting to see if they're enough to satisfy demand, hopefully so.

Many thanks for what you're doing

My wife has a blue badge and it is very useful for her and we try not to abuse the privilege.

What you are doing is extremely beneficial to those with the least mobility and I support it.

It is unfortunate though that there are blue badge holders that should have them removed. Last week I witnessed two couples park in supermarket disabled bays, they got out of their car with no difficulty what so ever and proceeded to shop at a good pace.

When this is introduced, please ensure it is well regulated and not used by those that are abusing the system



Annex E:

I regularly park on Blake Street during the day even before the parking bays were marked. I am disappointed that there are now only three bays in Blake street and one in lendal. Why not all along these two streets there's enough space. I need to be as near to my bank as I have difficulty walking long distances. You have stopped us parking in st sampsons square outside browns department store which was much nearer for me to access my bank and building society. I respect pedestrians and drive very slowly and with consideration to their rights as do most drivers with a blue badge permit. I feel York city council discriminate us and would rather we stayed away from the town centre. Before the pandemic lock down we had much more accessible places to travel and park through the centre of York. I noticed a security vehicle drove along coney street at midday when the regulations state no vehicles allowed. The personnel who got out of this vehicle looked very able bodied. I felt this was discrimination, not I add that I want you to allow blue badge drivers on coney street. It's just a point I wanted to bring to your attention.

I have feedback on the newly created Blake Street Blue Badge Bays.

On the evening of Monday 17th June, I attempted to use one of these spaces as I was visiting City Screen. Unfortunately the bays on Blake Street were being used by non blue badge holders and scooters. It does appear to be being used as a holding area for delivery drivers for McDonalds - not the actual intended use. I do hope this can be monitored in future.

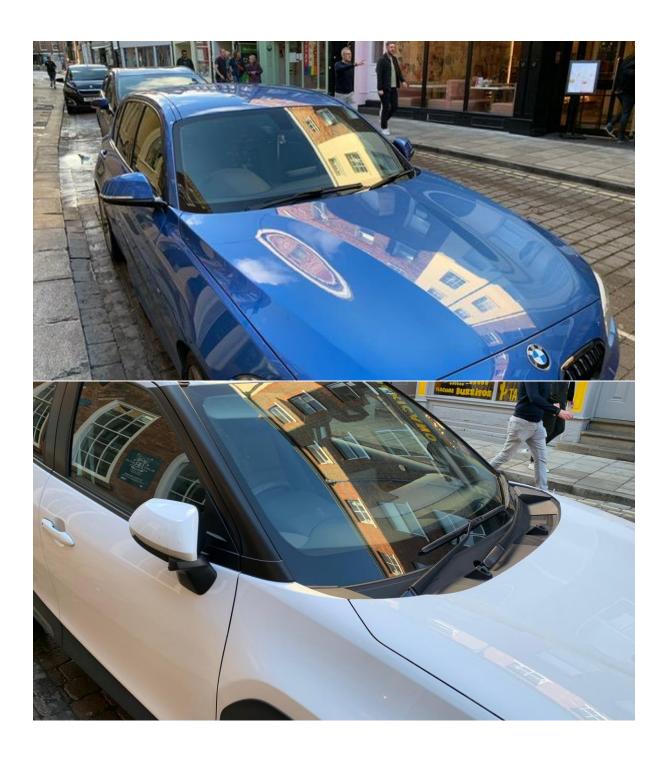
I'm rather disappointed as this doesn't give me the confidence to use these bays again should I wish to re-visit the town centre for an evening out.

I have attached photos for you (there were more scooters there when I first drove past).

I would be interested to hear how this will be monitored going forward. I look forward to your response.



Page 47







| Meeting: | Executive Member for Transport Decision Session |
|---------------|---|
| Meeting date: | 11/03/2025 |
| Report of: | Director of Environment, Transport and Planning |
| Portfolio of: | Councillor Ravilious |
| | Executive Member for Transport |

Decision Report: Consideration of the representations received to the formal consultation to extend R23 Residents Parking Zone to include Government House Road and no waiting at any time restrictions on Water End slip road.

Subject of Report

1. To consider the representations received to the statutory consultation to the Notice of Proposal for the amendment of the Traffic Regulation Order, advertised on 13th September 2024, which proposed to extend the existing Resident Parking (ResPark) zone R23 (Westminster Road) to include properties on Government House Road along with the introduction of no waiting at any time restrictions (Double Yellow Lines) on Water End Slip Road, and determine what future actions are appropriate.

Pros and Cons

- 2. Following the Executive Meeting on 17th July 2024, where it was approved to progress to statutory consultation for the proposal to introduce Residents Parking restrictions on Government House Road and No Waiting at any time restrictions on Water End Slip Road, the statutory consultation process was followed, and the proposed restrictions were advertised on 13th September 2024.
- 3. This gave a three-week consultation period for written representations to be received from both local residents and the

wider community, to outline how the proposed changes may affect any current use of the unrestricted areas. If implemented, the restrictions would remove the parking amenity in the area for nonresidents.

- 4. The introduction of full-time restrictions to both locations would likely create a disadvantage to some residents or commuters who are currently utilising the unrestricted parking. However, introducing 24-hour parking restrictions, thus removing all day parking availability within both locations, would have the advantage of removing some obstructive parking, especially on Water End Slip Road, which would improve the access to and from the river front for pedestrians and cyclists, along with supporting the majority of residents preferences. It would also comply with CYC's Local Transport Strategy's objectives and prioritises pedestrian and cycle movement between the city's orbital active travel route and riverside active travel route both key strategic active travel routes on the Local Cycling and Walking Infrastructure Plan.
- 5. However, it is noted that this recommendation will then remove the availability of local parking for other users of the riverside who rely on a vehicle to travel to the vicinity for recreational purposes. There is therefore an option available to introduce a timed restriction for non-permit holders to park within the proposed residents parking scheme on Government House Road only. This would address the objections received and at the same time remove all-day commuter parking, which is currently taking place. This option would however be dependent on Department for Transport approval, as including a limited waiting time within 'entry zone' enforced residents parking schemes does not currently have a permitted regulatory sign and requires national authorisation. This can take up to 12 weeks to be received. This option may also be considered to be less supportive of CYC's Local Transport Strategy's objectives of encouraging the use of sustainable transport modes including Park and Ride services.
- 6. It would be advisable for the two areas of the advertised restrictions to be implemented simultaneously as the introduction of double yellow lines on the Water End Slip Road are required to reduce danger and obstructions to sustainable transport mode users on the slip road. Without the simultaneous introduction of parking

restrictions on Government House Road, there would likely be displacement of the all-day parking currently taking place on the slip road to Government House Road, in turn limiting the availability of on street parking for residents and their visitors.

7. If both recommendations are progressed to implementation, Blue Badge holders would still be permitted to park on Government House Road for an unrestricted period of time and on Water End Slip Road for a maximum of 3 hours (in locations where they would not cause an obstruction).

Policy Basis for Decision

- 8. To progress to implementation of the parking management measures recommended in line with the Council's objectives as stated in the Local Transport Strategy.
- The recommendation would comply with and support the Council's Local Transport Strategy (adopted in July 2024), including the following policy focus areas: Improve accessibility; Improve walking, wheeling and cycling; Shape healthy places; and Reduce car dependency.
- 10. As stated, it is recommended that the restrictions proposed in the two areas be implemented together due to the risk of displaced parking if the slip road restrictions were to be implemented without restrictions on Government House Road.

Recommendation and Reasons

- 11. It is recommended that approval be given to implement an extension to the existing R23 (Westminster Road) residents parking zone to include Government House Road. The extension would be implemented as advertised which would be operational under entry zone signs to include residents' priority parking restrictions on Government House Road 24hours a day 7 days a week. A plan showing the extended scheme boundary is provided as Annex D.
- 12. In addition, it is also recommended to implement the advertised No Waiting at any time (Double yellow line) restrictions on Water End Slip Road.

13. The recommended option acknowledges the Local Transport Strategy objectives to improve accessibility, walking and cycling, shape healthy places, and reduce car dependency, and the views of the majority of residents on Government House Road. The implementation of No Waiting at any time restrictions on Water End slip road would reduce the current danger caused to pedestrians and cyclists by vehicles accessing and egressing the slip road for unrestricted parking and improve accessibility to the riverside for those using sustainable modes of transport. The area has insufficient turning area to manoeuvre safely, and parked vehicles currently overhang the footway, which is causing an obstruction to pedestrians for riverside access.

Background

- 14. A petition was received from a substantial proportion of residents on Government House Road in September 2020, requesting that the council consider implementing residents only parking restrictions on the street. As such the area was included within the waiting list for resident parking consultations.
- 15. Once the area reached consultation stage, we collated and posted the relevant consultation documentation (informal consultation) to all properties included within the proposed extended area, requesting that residents return their questionnaires, by email wherever possible, or to the Freepost address provided.
- 16. During the consultation, separate communication was received requesting limited waiting restrictions to be implement on the Water End Slip Road due to the long-term commuter parking taking place restricting the availability for short term recreational use.
- 17. A report was presented to an Executive Member Decision Session on 28th May 2024, which requested approval for the statutory consultation for the proposal to introduce Residents priority parking restrictions on Government House and a 2-hour limited parking restriction on Water End slip road.

- 18. This decision was deferred due to the recognised obstruction and road safety issue for pedestrians and cyclists accessing the river front due to vehicles parking on the slip road. After reviewing the parking activities taking place through parking surveys and the limited area available to safely manoeuvre vehicles in the area of the slip road, along with the footpath obstruction taking place when vehicles park, it was then recommended to introduce No Waiting at any time restrictions (DYLs). This proposal would help to ensure the footpath is kept clear of overhanging vehicles for the safety of pedestrians and reduce the possibility of any danger or conflict with cyclists and pedestrians travelling to or from the riverside cycle/walking route.
- 19. As such both of the recommended full-time restrictions for Government House Road and Water End Slip Road were formally consulted on by legal advertisement of the Notice of Proposal on the 13th September 2024, asking for any representations to be received within the advertisement period.

Consultation Analysis

- 20. A copy of the legal notice of proposals and associated plans was sent to all properties on Government House Road. In addition, notices were placed on street and the restrictions were advertised in the local press. To ensure the wider area was aware of the legal consultation, a copy of the notice of proposals and plan of the advertised restrictions was also posted to businesses and property numbers 31 37 Water End, who do not reside within any existing residents parking boundary.
- 21. During the legal advertisement period, we received 8 representations in support of the advertised restrictions (Annex A). 7 of the representations where on behalf of 8 properties located on Government House Road and 1 was from a member of the public expressing their support to both of the advertised restrictions being implemented, especially due to the dangers caused to pedestrians and cyclists by vehicles trying to access the free unrestricted parking in the areas of concern.

- 4 representations were received against the advertised proposals (Annex B). The majority oppose the full-time ban being introduced for residential parking only and ask for some form of limited parking to be included in order to maintain access to local amenities. Most of these representations expressed the need to retain some parking availability for access to the riverside to enjoy recreational use by people who are not able to utilise the Park & Ride or are not using the area for commuting purposes. Access to the river and country park is available from the Park and Ride.
- 23. Within some of the representations received against the advertised restrictions, comments also related to the adoption of Government House Road. These matters have previously been addressed by CYC and are not relevant to this decision as the adoption status is confirmed to be correct.
- 24. All representations received are included in full within Annex A and Annex B.

Options Analysis and Evidential Basis

Option 1 (Recommended Option) (Annex E)

- 25. Amend the Traffic Regulation Order to introduce new Residents' Priority Parking restrictions for Government House Road, to operate 24hours Monday to Sunday, to be an extension of R23. In addition, it is recommended to introduce No Waiting at any Time restrictions (DYLs) on Water End Slip Road to restrict parking 24 hours a day as outlined on the plan included as Annex E. Signs will be placed on street at the entrance to Government House Road and additional double yellow lines would be marked on Water End Slip Road
- 26. This is the recommended option as it supports the Council's Local Transport Strategy objectives, support residents' cycle and pedestrian access needs to the cycle route networks and riverside paths, addresses the parking displacement issues which would arise if restrictions were only implemented in one area, and acknowledges the views of the majority of residents on Government House Road.

- 27. A TRO may be made where it appears expedient to the Council to do so for any of the reasons set out in section 1(1)(a) to (g) of the Road Traffic Regulation Act 1984. The TRO also needs to meet the wider duty of the Council under section 122 of that Act.
- 28. The recommended option would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act namely for:
 - a. (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
 - b. (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
 - c. (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; and
 - d. (f) for preserving or improving the amenities of the area through which the road runs.
 - 29. This option meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984 as it would:
 - a. Support the "convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" (RTRA 1984, Section 122(1). The changes proposed will make the Slip Road safer to use for people walking and cycling to access the riverside whilst ensuring that on street parking remains available for residents and Blue Badge holders;
 - b. "Consider the effect on the amenities of any locality affected" (RTRA 1984, Section 122(2)(b)). By restricting parking on the slip road, accessibility to the riverside amenity by walking, cycling and wheeling is improved. Local amenity for the residents of Government House Road would also be protected by reducing the risk of parking displacement through the Resident Parking scheme.
 - c. Consider "any other matters appearing to the local authority to be relevant" (RTRA 1984, Section 122(2)(d)). Consideration

has been given to the Council's Local Transport Strategy and the views expressed by the residents of Government House Road.

30. Having balanced the considerations identified in this report, it is considered that it would be expedient to progress this option to implementation.

Option 2:

- 31. Amend the Traffic Regulation Order to introduce new Residents' Priority Parking restrictions for Government House Road, to operate 24hours Monday to Sunday, with a limited waiting period of 90 minutes (or 2 hours if deemed required) for non-permit holders, to be an extension of R23. In addition, to introduce No Waiting at any Time restrictions (DYLs) on Water End Slip Road to restrict parking 24 hours a day. It should be noted that Department for Transport approval would be required before this option could be implemented on street. No further consultation would be required as this is a lesser restriction than the 24-hour restriction advertised.
- 32. This is not the recommended option as this does not provide as much support to the Council's Local Transport Strategy objectives as outlined above. This could also lead to a reduced area of on street parking being available for residents and their visitors along with an increase in vehicle movements entering and exiting the street in search of available parking.
- 33. However, should this option be progressed to implementation then this would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act namely for:
 - a. (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
 - b. (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
 - c. (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; and

- d. (f) for preserving or improving the amenities of the area through which the road runs.
- 34. It would also meet the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984 as it would:
 - a. Support the "convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" (RTRA 1984, Section 122(1). The changes proposed will make the Slip Road safer to use for people walking and cycling to access the riverside whilst ensuring that on street parking remains available for residents and Blue Badge holders;
 - b. "Consider the effect on the amenities of any locality affected" (RTRA 1984, Section 122(2)(b)). By restricting parking on the slip road, accessibility to the riverside amenity by walking, cycling and wheeling is improved. Local amenity for the residents of Government House Road would also be protected by reducing the risk of significant commuter parking displacement through the Resident Parking scheme and the limited waiting period.
 - c. Consider "any other matters appearing to the local authority to be relevant" (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council's Local Transport Strategy and the views expressed by the residents of Government House Road.

Option 3:

- 35. To introduce No Waiting at any Time restrictions (DYLs) on Water End Slip Road to restrict parking 24 hours a day and take no further action on the implementation of residents parking restrictions on Government House Road and remove the area from the residents parking waiting list.
- 36. This is not the recommended option because it does not address the issues of commuter parking (in line with Local Transport Strategy

- objectives). It would also go against the clearly expressed preference of the majority of residents on Government House Road.
- 37. However, should this option be progressed to implementation then this would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act namely for:
 - a. (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
 - b. (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
 - c. (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; and
 - d. (f) for preserving or improving the amenities of the area through which the road runs.
- 38. It would also meet the Council's duty section 122(1) of the Road Traffic Regulation Act 1984 as it would:
 - d. Support the "convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" (RTRA 1984, Section 122(1). The changes proposed will make the Slip Road safer to use for people walking and cycling to access the riverside whilst ensuring that on street parking remains available on Government House Road:
 - e. "Consider the effect on the amenities of any locality affected" (RTRA 1984, Section 122(2)(b)). By restricting parking on the slip road, accessibility to the riverside amenity by walking, cycling and wheeling is improved;
 - f. Consider "any other matters appearing to the local authority to be relevant" (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council's Local Transport Strategy and

the views expressed by the residents of Government House Road.

Organisational Impact and Implications

39. This report has the following implications:

- Financial; Funds allocated within the core transport budget will be used to progress the advertised residents parking scheme and no waiting restrictions to implementation. The ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the department's budget, funded through income generated by the parking services across the city.
- Human Resources (HR); Once implemented, enforcement will fall to the Civil Enforcement Officers adding a relatively small area to an existing Resident Parking scheme. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from the parking service to increase resources in these areas as well as within the Civil Enforcement Team as and when required. As the proposed changes are for relatively small areas, the impact of the proposed measures on workloads are likely to be very limited.
- **Legal**; The proposals require an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

When considering whether to make or amend a TRO, the Council as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are included for consideration in this report.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c)for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d)for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e)(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs or
- (g)for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

In deciding whether to make a TRO, the Council must have regard to its duty as set out in section 122(1) of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway so far as practicable while having regard to the matters specified below;

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the Council to be relevant.

The proposal detailed in this report is considered to align with the objectives of the above-mentioned duty.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in its road network.

The proposals described in this report are considered to fulfil that duty.

- Procurement: The additional required signage will be procured in accordance with the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015. The Commercial Procurement team will need to be consulted as required should any purchasing for additional signage take place.
- Health and Wellbeing: The introduction of DYLs on Water End slip road aims to ensure that the area is kept clear of the majority of vehicles to reduce the danger of conflict arising and increasing the attractiveness of sustainable transport modes. This should have a positive impact on the health and wellbeing of users of the riverside by enabling the cycle route network to be easily accessible with no vehicle conflict and pedestrian routes to be clear from obstruction.
- Environment and Climate action; implementing residents parking restrictions will restrict the number of vehicle movements looking to find on street parking and encourage the use of more sustainable transport modes for non-residents by reducing the opportunities to park in or close to the city centre, in line with Local Transport Strategy objectives.

- Affordability: residents and their visitors requiring on street parking on Government House Road will be required to purchase a resident parking permit (or other permits as applicable) along with any visitor permits which would also be required. The financial impact on the residents of Government House Road is likely to be limited as most dwellings have sufficient off-street parking available to cater for the day to day needs of the dwellings. DYL restrictions on Water End Slip Road will remove any free on street parking in the area. The drivers which currently park on the Water End Slip Road are likely to have to find somewhere else to park, possibly at a cost (car parks, pay and display bays or Park & Ride), change transport mode, or change destination. Blue Badge holders will still be permitted to park for a maximum of three hours (or for an unlimited time on Government House Road).
- Equalities and Human Rights: No direct equalities and human right implications have been identified.

The proposals have been considered against the nine protected characteristics age, disability, gender reassignment, marriage and civil partnership, pregnancy, race, religion or belief, sex, and sexual orientation) and there should be no adverse impact. This proposal would affect those residents living in the proposed extended area and any other residents who may currently utilise the existing unrestricted parking available on both Government House Road and Water End slip road.

It is important to note however that Blue Badge holders are able to park in resident parking areas free of charge for an unlimited duration and on DYLs for a maximum of three hours.

Blue Badge holders would therefore be able to continue parking on Government House Road without any additional costs or time restrictions and on Water End Slip Road for a limited time period.

The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposals are consistent with the public sector equality duty, which it has discharged.

It is not considered that the proposed restrictions will have any potential interference with individuals' human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). The Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposals within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

- Data Protection and Privacy; no issues identified.
- Communications; no issues identified.
- Economy; no issues identified.
- Specialist Implications Officers; no issues identified.

Risks and Mitigations

40. In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the recommended option.

Wards Impacted

Clifton

Contact details

For further information please contact the authors of this Decision Report.

Author

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| Date: | 28/02/2025 |

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| Report approved: | Yes |
| Date: | 10/02/2025 |

Background papers

 Consideration of results received from the consultation to extend R23 Residents Parking Zone to include Government House Road and a decision to be made on placing limited waiting restrictions on Water End slip road.

https://democracy.york.gov.uk/ieListDocuments.aspx?Cld=1061&Mld=14560

2. Consideration of results received from the consultation to extend R23 Residents Parking Zone to include Government House Road and a decision to be made on implementing restrictions on Water End slip road.

https://democracy.york.gov.uk/ieListDocuments.aspx?Cld=1061&M ld=14883

Annexes:

- Annex A: Representations received in support of the advertised restrictions
- Annex B: Representations received against the advertised restrictions
- Annex C: Legal Notice of Proposals

- Annex D: extended R23 residents parking boundary
- Annex E: advertised restrictions for recommendation to be implemented on street



ANNEX A

Representations in support of the advertised restrictions

I refer to the Council's Consultation Letter and attachments of the 13th September, sent to the Government House Road residents, along with the proposed Traffic Order and Notice in The Press and the notices on the lampposts.

For myself and the co signatories to the original ResPark application I confirm our strong support for the ResPark proposals for Government House Road set out in the letter, and from a safety and traffic point of view the linked No Waiting proposals for the slip road down to the river, also contained in the draft Order.

We are writing to express our support for the provision of a residents permit parking zone for Government House Road in its entirety.

We are also very much in favour of preventing vehicles parking on the slipway down to the river as this is also frequently congested not just by cars but also cyclists and pedestrians. There has been a noticeable increase in the number of vehicles parking on Government House Road since we moved in over 5 years ago and we would very much appreciate less congestion.

I read with great interest the notices you have placed on the Water end slip road to the River Ouse and also on Government House Road. The two proposals are excellent news! The pavement on the slip way down to the River Ouse is mostly impassable as cars are constantly parked on it and it cannot be accessed. Drivers have no choice but to reverse out having parked up and the slip way is narrow and it's a constant safety threat to walkers and cyclists heading down the slip way to the cycle/footpaths. Cars also drive down and find there are no free spaces and then have to reverse back up the hill. It will be so much safer for pedestrians/dog walkers and cyclists if the slip way is kept completely clear of cars. Having found there is nowhere to park on the slip road drivers often then head down Government House Road and likewise it can be hazardous crossing down to the slip road with vehicles driving in and out of Government House Road at speed. I live close by and walk down to the river via the slip way every day, the proposed plans make complete sense and are welcome news.

I would like to declare our approval of the proposed changes to include Government House Road in R23 ResPark and to introduce parking restrictions on the slope down to the river.

As residents of Government House Road we are writing to confirm our full support in relation to the residents parking scheme that you have set out in your notice dated 13th September 2024.

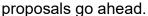
We look forward to this being implemented as soon as possible.

As a resident of Government House Road (YO30 6LU) I would like to write in support of the proposal to extend the existing R23 residents parking scheme to include Government House Road and to restrict parking on the WaterEnd slip road.

When Government House Road is busy, people park towards the bottom of the road on the right hand side and then walk in the middle of the road towards the exit (as the footpath on the left is blocked by parked cars - see photo below). This is a safety risk, especially when delivery vehicles swing into the road at speed. The situation on the WaterEnd slip road is even more dangerous.

Government House Road is sometimes like a free public car park and will get worse if parking is restricted on the WaterEnd slip road. Some people park in our road and go on holiday, sometimes for weeks on end.

We are very grateful that the council is looking into this and sincerely hope that residents parking is granted to Government House Road and that parking will be restricted on the WaterEnd slip road. We feel that the public will be safer if the





I refer to the Council's Consultation Letter and attachments of the 13th September, sent to the Government House Road residents, along with the proposed Traffic Order and Notice in The Press and the notices on the lampposts on Government House Road.

Myself and my wife, of Government House Road strongly support the residents parking proposal and the no waiting on the slip road proposal.

I am in support of the proposal to extend the existing R23 residents parking scheme to include Government House Road and to restrict parking on the Water End slip road.

The slip road and Government House Road are becoming increasingly unsafe as large numbers of vehicles seek free parking near to York City Centre for a range of purposes ranging from walking, shopping, commuting to work or to the railway station. What was intended to be a quiet cul-de-sac providing access to 9 residential houses is not wide enough to accommodate the numbers of cars seeking to park at busy times, this leads to obstruction of the pavements leaving

those in wheelchairs or with children in prams and buggies to have to emerge between cars onto the carriageway to pass the cars of those using the road as an amenity. As there is no other unrestricted parking anywhere in the nearby area the road is becoming ever more popular as a parking amenity and, as a direct consequence, increasingly unsafe. As residents, we and our visitors find it increasingly difficult to park in the road, at busy times.

Allowing unrestricted (free) parking close to the City Centre clearly does not accord with the Council's sensible plans to discourage vehicles from coming into the City and for the wider use of the extensive park and ride facilities. It is, perhaps, unsurprising that some individuals are using the slip road and Government House Road for long term parking for which the charges in the nearby Marygate Car Park are £20 per day.

The attached photos were taken on Nov 24th 2023 and indicate how busy parking in the road can get.









Representations against the advertised restrictions

I write in response to proposed new parking restrictions on the slip way, Water Lane, Clifton - as per the notice attached in the local area.

I would like to put forward an objection to the proposed changes on the following basis.

- 1. The current arrangements offer important access to the riverside paths on both sides of the river which is a well-used and a particularly important local amenity. I understand the principle of people accessing this route via, for example, the #2 Park and Ride bus service, but this cannot apply for dog walkers. I park at this site around 6am most mornings throughout the year, as during the autumn and winter it is one of the only routes with suitable lighting for dog walks at that time.
- 2. I've also used this area to park to access local services at Clifton Green. Although Clifton Green has parking, this is often full and the slip way provides a good alternative to support these local services.

I wonder if there is a sensible compromise position here, in which restrictions are put in place similar to those at Clifton Green - i.e. parking allowed for a period of, say, two hours. This would enable continued access to the local amenities, whilst protecting local residents from 'long stay' parkers.

The riverside is a really important space for lots of residents. I am sympathetic to those on Government House Road concerned about parking outside their properties, but likewise feel this needs to be set against the benefits to the wider local community of maintaining access to the slip way.

Please accept and read these representations Re Government House Road and the adjacent slipway.

- 1. I fully support the complete closure log the dangerous slip way but I am asking you to not proceed any further with the proposed 24 hour ban on GHR.
- 2. There is no evidence of any problem at all on this quiet cul-de-sac. The report and some residents appear from a number of years ago been intent on ensuring once they had the road adopted and paid for by us, that no one could benefit from parking whilst spending an hour or two by the river.
- 3. I also note no other road that has benefited from so much officer time all aimed at ensuring ordinary people cannot enjoy the river.
- 4. In fact where else has the council made a ResPark zone purely on imagined anticipated usage. Where else has any form of respark been agreed, only in anticipation there may be a problem? This is the only entirely F banded cul de sac in the city, is seems with this administration, and officers that money really does talk.
- 5. May I ask you to defer any decision on GHR for at least 6 months after the slip way is closed, to see if there is a problem. It is usually deserted, with home owners

parking in the alleged 'too narrow' street at the top. Surely double yellow lines extended past the first two homes works fix that problem.

- 6. If there was to be proven any commuter parking, then having a no parking sign say between 11-12, would address that.
- 7. The residents wanted this road adopting at considerable expense to us, it is the only place where people can park to take their dogs and kids to play and enjoy the river amenity. Why would you limit this in the anticipation of a problem, when all the other non FBand streets have to wait at the back of the queue with dreadful parking issues? The aim of the authority is to encourage active travel
- 8. There are some legal issues which I believe mean that the process has been unlawfully u
- a) the extent of the TRO was changed without a consultation with neighbours as it should have been.
- b) the notice itself is so complex, being city wide proposed amendments, so difficult, designed to avoid people reading it and understanding it.
- c) the notice re GHR & the slipway does not say how many days a week this Respark is there for, as it is an unused suburban road used for the odd active travel user by the river, then it could be assumed, that weekends would be available. I mean why would this Labour council want to actively discourage river enjoyment in favour of FBand nimbys who don't want anyone parking on their street.
- d) the notice is in error, legally, as the traffic island has not been adopted.

I do not believe my comments as part of the neighbour's consultation in the email below were ever considered by the Executive Member when making the decision to advertise parking restrictions on Government House Road. This was a failure of an important part of the process.

I submit these comments again for consideration at this stage, as a formal objection to the making of this order. I do not believe it is proper for the Local Transport Plan to be misinterpreted, which is aimed at external visitors, to stop recreational users from within York accessing the esplanade and Clifton Ings. In addition I do not understand how restricting parking on Government House Road will deal with any claimed narrow width outside number 1 when residents themselves continue to park there. The parking restrictions will not change that, only a complete ban on parking in that area will.

'We still do not know why an application for parking restrictions on Government House Road was made in September 2020 as none of those comments have been shared and no reason given in this report. The current reasoning is that restricting parking on the Water End slip road would cause a displacement of commuters to Government House Road. This was only after a resident had complained, in 2023, about commuter parking on the Water End slip road.

The representations made by residents that have been shared, and the public speaker in support of the 24 hour ban at the last decision session, were clear that their primary concern were commuters, not recreational users.

The entrance to Government House Road, outside number 1, is the narrowest part of the road, something raised by a public speaker on behalf of 8 residents at the last decision session. Residents of Government House Road regularly park outside number 1, narrowing the road width. I do not see what difference it makes to the available road width if it's one car by resident permit, or four cars. The 24 hour blanket ban will still allow residents to park outside number 1 and to narrow the road width. The sensible remedy, if this narrow road width is considered a problem, would be double yellow lines to stop all parking in this area. There is also the possibility of at least some public parking on Government House Road, which would not impact the residents at all, and keep the riverside open to recreational users.

Paragraphs 14 and 36 of the report relies on the Local Transport Plan (LTP) to restrict parking on Water End, and by extension Government House Road. The LTP is not aimed at recreational users from York, and it feels unjust that recreational users of Government House Road will lose their access to the riverside due to commuters on Water End slip road. The Park & Ride sites are aimed at external traffic to York, not internal traffic, which is what the recreational users are most likely to be.

In response to the options for Executive decision, option 2 was refused at the last decision session. Option 3 has not been put to the residents since the change in proposal for Water End slip road. This option does not appear to have had any proper consideration, which could involve finding a balance which would benefit the residents and the recreational users of York'.

I am writing to formally oppose the introduction of a 24-hour parking restriction on Government House Road, seven days a week. This proposal lacks sufficient evidence to justify such a sweeping ban, which was initially discussed to support community access to the nearby riverside recreational area. Imposing a 24-hour restriction directly contradicts the council's stated objective of enhancing public access to shared spaces. Furthermore, this decision appears inconsistent with the council's earlier recommendation, which supported limited parking on the more hazardous slipway while ignoring the safer and more practical option of 1-hour parking on Government House Road itself.

The rationale for this sudden shift remains unclear, and it raises concerns that the council is prioritising its own agenda over the best interests of York's ratepayers. Rather than fostering accessibility, this proposal seems to undermine it, creating unnecessary inconvenience and limiting public use of the recently adopted area—land that was petitioned for adoption by the landowners at no cost, but which they now seek to restrict from public access.

Additionally, it appears that the parking restriction is being used as a smokescreen to address an issue with the road's adoption, raised by the primary petitioner of the road adoption and the subsequent Traffic Regulation Order (TRO). The petitioner had confirmed that the road was not wide enough to support parking—an issue that should have been resolved before the road's adoption in 2021, especially as the TRO petition was originally submitted in 2020. The City of York Council was duty-bound by legislation to ensure that the road met its standards before adoption, yet this issue was seemingly overlooked. The fact that the council is now recommending a sweeping 24-hour ban, rather than considering any form of public

Page 74

parking, further suggests an attempt to cover up an issue that should have been dealt with during the 2021 adoption of Government House Road. This unusual focus on the road, alongside a range of other factors that indicate the council's prioritisation of this quiet cul-de-sac, is truly perplexing.

Finally, I would also like to highlight that the map the council is using to justify the parking restriction is flawed. The central island is private property, not part of the adopted area, and legally cannot be included in the Traffic Regulation Order (TRO). For reference, please see the adoption map provided by the City of York Council during a judicial review. I can further assure you that there are additional legal flaws in this parking restriction recommendation. I urge the council to reconsider this decision in the interest of fairness and legal competence.

CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/61) TRAFFIC ORDER 2024

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

- 1. Introducing 'No Waiting at any time' restrictions in Water End Slip Road to River Ouse Eastern Embankment, York, on its north west side, between points 4 metres and 26 metres from the south western end of carriageway, thereby revoking the existing unrestricted parking from within that length.
- 2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of Government House Road, York, the said Zone to be identified as Zone R23, that Zone to include all properties adjacent to and having direct private access to the said road.
- 3. Designating the existing unrestricted lengths of Government House Road, York within the proposed Zone described in paragraph 5 as a Residents' Priority Parking Zone for use only by Zone R23 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).

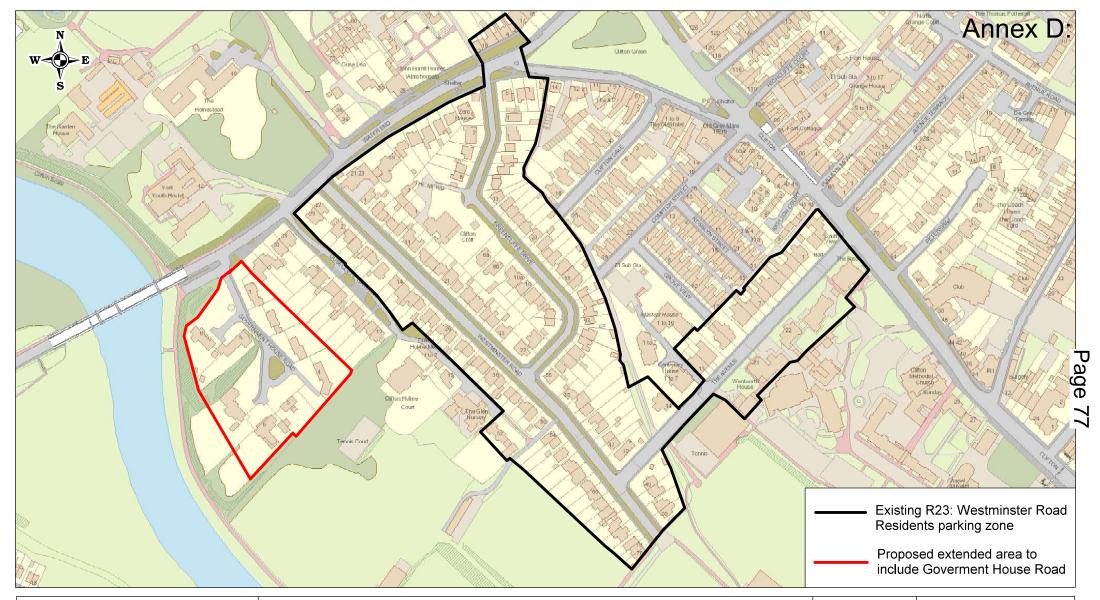
A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 4th October 2024.

Dated: 13th September 2024 Director of Place

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

Email: highway.regulation@york.gov.uk



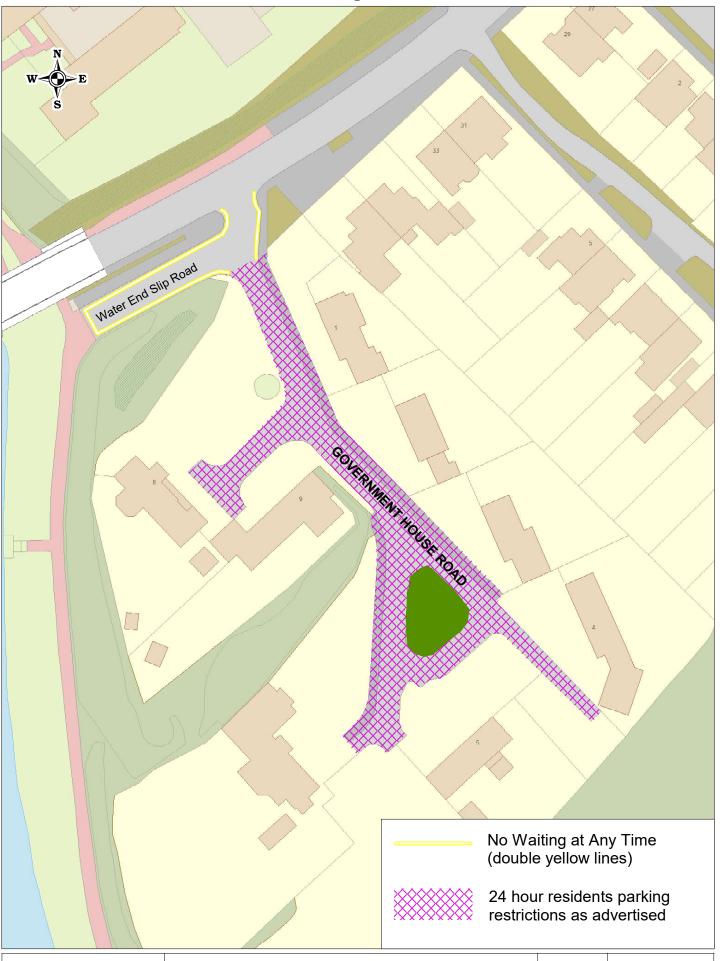




R23: proposed extended area to include Government House Road

| SCALE | 1 : 3000 |
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Advertised restrictions recommended for implementation

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| Meeting: | Executive Member for Transport Decision Session |
|---------------|---|
| Meeting date: | 11/03/2025 |
| Report of: | Director of Environment, Transport & Planning |
| Portfolio of: | Cllr Kate Ravilious, Executive Member for |
| | Transport |

Decision Report: Riverside Path Improvement Scheme

Subject of Report

- The riverside path is a key route on the York cycle network and is well used by pedestrians and cyclists, connecting the west of the city with the city centre and the Scarborough Bridge river crossing. The Riverside Path Improvement Scheme focuses on the section of the path that runs from the junction of Kingsland Terrace and Jubilee Terrace to Scarborough Bridge.
- 2. This report outlines the preliminary scheme proposed for the Riverside Path Improvement Scheme, providing an overview of its key features and objectives.
- This report provides a detailed summary of the feedback and insights gathered during the public engagement process. It highlights the concerns, suggestions, and general sentiment of stakeholders.
- 4. This report aims to outline the necessary steps and approvals required to advance the Riverside Path Improvement Scheme to the next stages of the project governance process. It seeks to secure authorisation to proceed to detailed design and construction, planning permissions, and any other essential resources or endorsements needed to move forward with the project implementation.

5. In addition, this report will also report the findings of a key dependency to this project with regards to the Riverside Embankment Structural Review (Annex B), which evaluates the current condition of the embankment and outlines the potential risks and challenges, not only to the future of the embankments ongoing stability, but also any associated impact to the Riverside Path Improvements Scheme. This report seeks to facilitate a decision on the embankment's future maintenance plan and any impact/interaction with the proposed Riverside Path improvements.

Benefits and Challenges

- 6. The benefits of delivering the Riverside Path Improvement Scheme are that it aligns with Council Local Transport Strategy Vision for 2024 as indicated in the "Policy Basis for Decision" section of this report. This alignment supports several key documents, including York Council's Local Transport Strategy 2024-2040, York Council's Local Cycling and Walking Infrastructure Plan (2024), the Council Plan for 2023-27, the York Climate Change Strategy (2022-2032), and the Health and Wellbeing Strategy (2022-2032).
- 7. Delivery of the scheme aligns with the bid made by City of York Council to the Active Travel England Funding Tranche 4 Grant Funding submission which was successful in May 2023.
- 8. At present, flooding across the area leaves the riverside path impassable for an average of 9 days each year, resulting in abandoned journeys and additional journey times for users who must seek an alternate route. End to end users will experience a journey time delay depending on their end destination. With 2,500 daily users impacted by these flooding events, the affordable scheme intends to increase the number of days the route is passable by an average of 4 days (with an average of 5 days remaining impassable).
- 9. The scheme looks to enhance provision for pedestrians and cyclists along the existing Riverside Path, catering for all users including those with mobility impairments. The scheme will upgrade and improve the layout for cyclists and pedestrians, not just along the Riverside Path but also the existing highway extent of Jubilee Terrace which leads to and from the Leeman Road area. Key areas for consideration include widening and segregating the existing path; lighting improvements; additional seating; improved surfacing; and reduction of the impact of flooding events by raising the path at

- its lowest points. These improvements will provide an enhancement that enables use of the route all year round.
- 10. The location of the scheme means that key stakeholders including the Environment Agency and Network Rail must be consulted on any intended revision to the construction/layout of the path. For both stakeholders, defined processes are in place to obtain the relevant permissions for works to take place and CYC has no control of the speed at which these processes can be completed.

Policy Basis for Decision

York Council's Local Transport Strategy 2024-2040

- 11. The Riverside Path Improvement scheme aligns with the Council's Local Transport Strategy Vision for 2040. York's Local Transport Strategy 2022 to 2040, sets out the council's vision to reduce carbon emissions from transport by 71%, and to create a city that is open and accessible to everyone, with affordable and healthy transport wherever anyone lives.
- 12. Policy 2 of City of York Council's Local Transport Strategy 2024/2040, places walking at the top of the transport hierarchy followed by cycling, public transport and then disabled car drivers and passengers, vehicular traffic. The strategy also states that the 2040 aspiration is to have built a comprehensive network of lit, well-maintained walk, wheel and cycle routes around York.

York Council's Local Cycling and Walking Infrastructure Plan (2024)

- 13. The Riverside Path Improvement Scheme is a strategic link within the cycling network. The project is seen as second tier priority within the York Council's Local Cycling and Walking Infrastructure Plan (2024). The Riverside Path Improvement Scheme serves as a crucial component of the broader cycling network, enhancing connectivity and accessibility for cyclists and pedestrians alike.
- 14. The Riverside Path Improvement Scheme increases the number of days the route is passable by circa four days on average, reducing disruption and improving reliability for active travel users. This helps to lessen the impact of flooding on the Riverside Path, supporting better accessibility along a key active travel route.

Council Plan for 2023-27

15. The proposals included in this report relate to the Council Plan for 2023-27 and its four core commitments of Equality, Affordability, Climate and Health.

Equality

- 16. The scheme aligns with the City of York Council's core commitments by creating a safe, accessible, and inclusive space that provides equal opportunities for all residents and visitors to travel, exercise, and enjoy the city. By improving lighting, widening the path, and reducing conflicts, the scheme aims to improve the user experience of the path for people of all ages, abilities, and backgrounds in order for them to benefit from the city's active travel infrastructure and to enhance opportunities for travelling independently.
- 17. Active travel infrastructure improvements enable more people to travel independently, particularly those who cannot drive or do not have access to a car. By providing safer and more accessible walking, cycling, and public transport connections, these enhancements empower individuals with greater freedom and mobility, reducing reliance on private vehicles and fostering inclusivity.

Affordability

18. The Riverside Path Improvement scheme supports the City of York Council's core commitments by improving an accessible, low-cost travel option that benefits all residents, particularly those most impacted by the cost-of-living crisis. By improving the path's safety, lighting, and usability, it encourages opportunities for walking and cycling, reducing reliance on more expensive motorised transport. This helps communities save on travel costs while building on their strengths by fostering healthier, more connected neighbourhoods.

Climate

19. The proposed improvements to the Riverside Path align with the ambitions of the Climate Change Strategy (2022 – 2032) to reduce emissions associated with transport. Reducing conflicts, improving lighting, reducing closures due to flooding and widening the path encourage walking and cycling along the route.

- 20. The improvements to the Riverside Path will promote increased use of the route, supporting greener delivery methods, and potentially creation of green jobs.
- 21. The York Climate Change Strategy aims to reduce the distance travelled by motorised vehicles. Enhancing the Riverside Path by reducing conflicts, improving lighting, and widening the path will support greater use of active travel modes, supporting the strategy's goal to enable active travel.
- 22. Improving the Riverside Path will enhance the attractiveness of the route for active travel mode users with the aim of increased usage of the Path, in turn resulting in improved health and wellbeing for York Residents which meets City of York Council Climate Change Strategy and the Health and Wellbeing Strategy.

Health

23. By improving infrastructure to provide more attractive options for the use of Active Travel modes, this will aid in the CYC Health and Wellbeing Strategy (2022 – 2032) ambitions in "Becoming a health generating city".

Financial Strategy Implications

24. The scheme will be fully funded utilising allocation from the following resources; Active Travel England Funding award of £1.1m from Tranche 4 of the Active Travel Fund – Local Authority Funding, £500k from Agreed allocation from York Central budget, £80k from S106 developer contributions secured by the Council from York Central and £20k contribution from Riverside Path funding.

| Total Scheme Funding | £1,702,000 |
|--|------------|
| Assumed Recouped Funding (to be determined) | £20,000 |
| York Central S106 Contributions | £80,000 |
| Agreed allocation from York Central budget | £500,000 |
| Active Travel Fund 4 Grant Funding – Revenue | £49,000 |
| Active Travel Fund 4 Grant Funding | £1,053,000 |

- 25. The total scheme cost is estimated at £1.7m. A high-level cost estimate has been prepared by the schemes Principal Designer as part of the preliminary design process and includes a reduced contingency risk allowance of 10%.
- 26. It should be noted that some estimates are provisional, and as the scheme and design advance, cost estimates will have a greater degree of certainty.
- 27. The following table summarises the main cost elements for the Scheme.

| Costs to date | £279,908 |
|--|------------|
| Detailed Design costs (estimate) | £162,000 |
| Internal costs | £142,892 |
| CAVAT (Capital Asset Value for Amenity Trees) | £45,000 |
| Third Party Costs (Network Rail + Environment Agency) | £22,200 |
| Construction Cost | £938,000 |
| Risk Contingency (10% of Detailed Design and Construction) | £112,000 |
| Total Scheme Cost | £1,702,000 |

- 28. The proposed scheme design results an increased amount of adopted highway (circa 6700 m²) therefore this would need to be considered as part of future highways maintenance planning with associated costs being a public expense.
- 29. The preliminary design for the scheme also proposes to remove 3 trees along the route of the path, therefore as per the Arboricultural Policy for City of York Council (2017), a compensation value for removal of public tree has been accounted for in the table above. This value needs to be calculated using the recognised valuation system CAVAT (Capital Asset Value for Amenity Trees).
- 30. The cost estimate for the scheme includes provisions for planting five new trees as a compensatory measure to offset the loss of existing trees.

- 31. To acknowledge that additional value engineering may be necessary to align the project with the allocated budget. This process may involve reviewing design elements, materials, and construction methods to identify cost-saving opportunities. Any proposed adjustments will be carefully assessed and impact on the scheme objectives and reported to Director of Environment, Transport, and Planning (paragraph 37).
- 32. The risk contingency has been reduced to 10%, which presents a potential affordability risk for the proposed scheme. As a result, value engineering may be required to ensure the project remains within budget.

Recommendation and Reasons

- 33. The Executive Member is asked to:
- 34. Approve one of the following options:
 - a) Option 1: progress the Riverside Path Improvement scheme to detailed design and construction, based on the scheme proposals and preliminary design inclusions set out within the "Options Analysis and Evidential Basis - Affordable Scheme" section of this report (beginning at paragraph 91) and take no action in relation to the Riverside Path Embankment Stability issue, noting the impact this may have on the Riverside Path Improvement Scheme and acknowledging the risk of the embankment instability identified within the recent Riverside Path Embankment Stability Report of 2024 (included at Annex B).
- 35. Option 2: progress a separately resourced and funded project to identify and confirm the remedial works required to improve Riverside Embankment stability, as set out within the "Options Analysis and Evidential Basis Riverside Embankment Stability" section of this report and Annex B, and provide recommendations to a future Executive Member Decision Session and progress the Riverside Path Improvement scheme to detailed design based on the scheme proposals and preliminary design inclusions set out within the "Options Analysis and Evidential Basis Affordable Scheme" section of this report (beginning at paragraph 91) but delay construction until the dependency on the Riverside Embankment Stability issue is fully determined and resolved.

- 36. Approve the procurement of a Principal Contractor and Principal Designer for the Riverside Path Improvement scheme and delegate authority to the Director of Environment, Transport & Planning (in consultation with the Director of Governance and the Head of Procurement) to take such steps as are necessary to procure, award and enter into the resulting contracts but note that, in the event Option 2 is approved and the identification of the remedial works required results in the construction costs being in excess of the Key Decision threshold, a further report will be presented to a future Executive meeting.
- 37. Delegate authority to the Director of Environment, Transport and Planning to proceed with all necessary technical work, including preparation of a detailed design, investigation and conduct of diversions of statutory-undertakers apparatus to enable the works in regard of the Riverside Path Improvement Scheme.
- 38. Delegate authority to the Director of Environment, Transport and Planning to approve the final design to be delivered for the Riverside Path Improvement scheme unless the scheme objectives or cost tolerances cannot be met without significant alteration to the preliminary design in which case a further report will be submitted to a future Executive Member Decision Session
- 39. Delegate authority to the Director of Environment, Transport, and Planning, in consultation with the Director of Finance, to carry out any necessary value engineering to ensure the Riverside Path Improvement scheme remains within budget.
- 40. Approve the submission of any relevant planning application(s) required to deliver the Riverside Path Improvement Scheme affordable solution and delegate authority to the Director of Environment, Transport and Planning to do so.
- 41. Approve the advertisement of an amendment to the Traffic Regulation order to introduce 'Prohibition of cycling' restrictions on the Aldborough Way access ramp to the Riverside Path as part of the Riverside Path Improvement Scheme.
- 42. Approve one of the following options in respect of traffic management on Jubilee Terrace and approve any statutory consultation which may be required for the chosen option:

- a) Introduce 'No waiting at any time' restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme; or
- b) Introduce 'No Waiting 8 am 6 pm Monday to Saturday' restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme; or
- c) Take no further action and do not introduce any waiting restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme.

Background

- 43. In December 2022 a public engagement was undertaken to seek feedback from local residents and users of the Riverside Path to understand their priorities and concerns about the existing path and gather feedback on potential options for path improvements.
- 44. On 21 March 2023, a report went to Executive Member for Transport Decision Session. The following recommendations were made:
 - a) To note the results of the Riverside Path Consultation, the initial feasibility work undertaken by AECOM and the current funding gap.
 - b) Reason: To understand the options for improving the route and the priorities for the local residents.
 - c) To approve the progression of Option 2 to deliver the scheme on a phased basis commencing with the higher priority affordable items (lighting & CCTV) and undertake further development work within the current budget.
 - d) Reason: Progressing with Phase 1 of the path upgrade (lighting and CCTV) allows progress to be made on-site whilst further work is undertaken on the feasibility of the full scheme.
- 45. In May 2023, the Council was awarded the Active Travel England grant funding for £1.1 million.
- 46. The scheme was developed after the initial public consultation undertaken in December 2022, with various iterations presented to the Project Board in November 2023. The scheme that aligned with

the scheme objectives and technical feasibility was advanced to the preliminary design stage.

- 47. The preferred scheme cost estimate was £1.932 million, which incorporated full resurfacing of the existing path, incorporating new uncontrolled pedestrian crossings on Jubilee Terrace and substantial footpath elevation to address flooding impacts. However, this option was deemed unaffordable due to budget constraints.
- 48. To address this, the Principal Designer undertook value engineering to refine the scheme. During an informal briefing with Councillors and the Executive Member for Transport on September 9, 2024, an affordable alternative was presented by the Principal Designer.
- 49. This revised affordable scheme reduced the resurfacing scope for the existing path by 50% and limited the footpath elevation to 250mm. The affordable scheme intends to increase the number of days the route is passable by an average of 4 days (with an average of 5 days remaining impassable). These changes eliminated the need for works on the boundary fence and the Network Rail embankment to the rear of the fence, significantly reducing costs while meeting the core project objectives.
- 50. The affordable scheme was reviewed during the briefing. The Executive Member for Transport and the Head of Service instructed that the affordable scheme be progressed and presented with the public at the Public Engagement event to inform this Executive Member Decision paper.
- 51. A preliminary review of flood risk requirements, conducted in consultation with the Environment Agency (EA), has confirmed that a Flood Risk Activity Permit (FRAP) will be required for the proposed development.
- 52. At this stage, it is not feasible to submit a full permit application. Consequently, comprehensive flood and environmental risk assessments have not yet been completed. This presents a potential risk that constraints related to the proposed path, Floodplain Compensation Storage, or both, could be identified that might prevent the EA from approving a FRAP application. For instance, significant environmental constraints could emerge during the environmental risk assessment, and if deemed unacceptable by the EA, these would necessitate suitable mitigation measures to

progress the scheme. The FRAP application will be undertaken at Detailed Design stage for the Riverside Path Improvement scheme. The Risk is being managed through the schemes risk register and is currently deemed to be of medium impact with a low probability of occurring.

- 53. Meetings have been conducted with Network Rail regarding the proposed scheme to raise the path at low points in the Riverside Path to align with the Scarborough Bridge underpass as a method of increasing the number of days the path remains accessible during flooding. Such work would necessitate modifications to the existing boundary fence which runs along the riverside path and the embankment behind it with the embankment designated as Network Rail land. This process would require adherence to Network Rail's technical approval process, including entering into a Basic Asset Protection Agreement with Network Rail who have provided a cost estimate for their technical assurance process. Combined with the costs of replacing the fence, conducting works on third-party land, and accounting for unknown risks, the overall expense was deemed significant. As a result, a reduced path-raising solution was proposed and adopted as the affordable scheme.
- 54. As the proposed footpath / cycleway works are located in close proximity to Network Rail infrastructure, this will require a Form G "Combined Certificate of Approval in Principle, Design and Check for Design Check Category I Permanent Works" to be submitted via Network Rail's Outside Parties process. This will allow Network Rail to scrutinise the proposed works before they grant approval, to satisfy themselves that the proposals will have no detrimental effect on the embankment.
- 55. The riverside embankment located to the west of Scarborough Bridge and extending for a length of 260 metres is currently in a state of disrepair. Until 2021, the embankment was leased from Helmsley Group, however at an Executive Decision Session in April 2021, it was agreed the land would be purchased and brought under the land ownership of City of York Council.
- 56. As part of the land purchase, a dilapidation survey of the embankment was undertaken by a third party survey contractor in 2021, which identified the need for remedial work to address the embankment's condition. No action was taken in response to the findings of this report when received.

- 57. Recognising the need for an updated assessment, the Riverside Improvement Scheme project commissioned Mason Clarke to provide an assessment of the embankment's condition and to understand the impact on the Riverside Path Improvement Scheme project and potential risks associated with not addressing the necessary repairs in the following time frames; short term (1- 3 years), medium term (3 5 years), long term (5yrs +). A copy of the report can be found in Annex B Riverside Embankment Stability Report, November 2024. The Contractor was asked to summarise remedial actions and provide high level cost estimates for the following;
 - a) Works required to make the embankment safe (minimal interventions) in preparation for Riverside path construction.
 - b) Works required to the embankment to optimise the lifespan of the proposed new Riverside path to be constructed.
- 58. In addition to improving accessibility and resilience for active travel users, the Riverside Path Improvement Scheme aligns with York's wider flood resilience strategy. The project supports the objectives of Ousewem, a City of York led project funded by Defra as part of the £200 million Flood and Coastal Innovation Programmes which is managed by the Environment Agency. Ousewem is an innovative flood resilience project identifying and delivering nature-based solutions (NbS), including natural flood management (NFM) to reduce flood risk in vulnerable North Yorkshire communities, spanning Yorkshire's Swale, Ure, Nidd and Ouse (SUNO) catchments. This project is in partnership with North Yorkshire Council, JBA, Natural England, Yorkshire Dales Rivers Trust, and the University of York.
- 59. As part of this wider effort, the Riverside Path will form a key section of the "York River Walk" an initiative designed to connect communities with York's flood and climate resilience work. Through educational elements along the route, this walk will highlight the role of upstream land management in reducing flood risk, while also supporting biodiversity, tree planting, and carbon reduction efforts. By integrating flood awareness into an accessible, well-used route, this initiative will help engage residents, visitors, and stakeholders in the city's long-term climate adaptation strategy.

Consultation Analysis

- 60. A public consultation on the proposed preliminary design for the Riverside path improvement scheme was undertaken between the 6th November and the 1st December 2024 which offered the general public an opportunity to view preliminary design drawings for the Riverside Path scheme online and complete a survey response.
- 61. Three engagement events were held to provide the public further opportunity to view plans and discuss the Riverside Path Improvement Scheme with members of the project team.
- 62. The engagement events were held on the following:
 - Tuesday 12 November, 2.30 pm 7 pm at St Barnabas Church
 - Thursday 14 November 5.30 pm 6.30 pm Online event
 - Thursday 21 November 2.30 pm 7 pm at St Barnabas Church
- 63. A summary of the results of consultation is included in Annex C.
- 64. The consultation was split into three sections based on the preliminary design proposal.
- 65. Section A covers the extent of Jubilee Terrace which connects Kingsland Terrace to Cinder Mews,
- 66. Section B1 covers the western end of the existing active travel pathway which runs alongside a wide expanse of grassed area for around 400 metres.
- 67. Section B2 covers the eastern end of the existing active travel pathway which runs along the top of an existing pitched stone revetment through to Scarborough Bridge for around 300 metres.

Section A

68. 64.4% of responses believe the design proposed for Section A, meets the scheme objectives in enabling active travel by reducing conflict between pedestrians, cyclists and vehicles.

- 69. 63.4% of responses believe the design proposed for Section A will help improve walking, wheeling and cycling access to the riverside path.
- 70. 62.4% of responses believe the design proposed for Section A will enhance opportunities for walking, cycling and other forms of active travel.
- 71. 58.7% of responses support the proposed design for Section A

Section B1

- 72. 90.6% of responses believe the design proposed for Section B1 meets the scheme objectives in reducing conflict between pedestrians and cyclists.
- 73. 90.1% % of responses believe the proposed design for Section B1 enhances opportunities for walking, cycling, and other forms of active travel.
- 74. 94.4% support the design (in Section B1) in providing a segregated path for pedestrians and cyclists whilst maximising capacity and retaining the existing tree line.
- 75. 88% support the lighting provisions proposed in Section B1
- 76. 86.8% support the proposed design in Section B1
- 77. 78.7% supported the resting areas proposed in Section B1

Section B2

- 78. 93.4% supported raising the level of the footpath to reduce impact of flooding.
- 79. 92.3% supported the design in improving visibility through the bridge.
- 80. 86% supported the proposed design for Section B2
- 81. 77.6% agreed that the proposed design to widen and realign the shared-use path near Scarborough Bridge improves visibility through the underpass.

Overall

82. 85.6% supported the full design proposed for the Riverside Path Improvement Scheme.

Conclusion

- 83. Section B1 and B2 received the most support, scoring 86.8% and 86% of support from the responses. Section A received 58.7% support.
- 84. 34% of the responses in the free-text box for Section A focused on themes related to parking concerns, displacement of parked vehicles from Jubilee Terrace to other areas around Leeman Road, and general parking comments.
- 85. 23% of the responses in the free-text box for Section B1 highlighted themes of safety and lighting.
- 86. 31% of the responses in the free-text box for Section B2 addressed themes concerning cyclist and pedestrian interactions.

Active Travel Review

- 87. Active Travel England were asked to undertake an external design review of the preliminary design proposal. ATE Inspectors carried out this review using the latest ATE design guidance and Scheme Review and Design Assistance Tools to check the quality of the Riverside Path Improvement Scheme proposals.
- 88. The existing route of the Riverside Path achieved a score of 44% in ATE's street/ path tool check, with the preliminary design proposal (Annex E Riverside Path Improvement Scheme General Arrangement Drawing) receiving an increased scored of 73%.
- 89. The review identified a policy conflict in Section B2 of the preliminary design with regards the inclusion of a "shared path" in the immediate area of the Scarborough Bridge underpass that may affect the safety of active travel users.
- 90. The ATE inspector recognised the spatial constraints that dictates the use of shared space in this area providing the following comment:

- a. "Shared-use provision affects the attractiveness and desirability of the route, particularly for pedestrians and people with disabilities. Cyclists would not be separated from pedestrians leading to potential conflict between people walking, wheeling and cycling. Consider options to separate use to offer a higher level of service and legibility for all users. However, given that constraints appear to dictate that shared use is the only means of providing a continuous cycling facility this may not be significant. Route usage should be monitored to assess any conflicts at peak times and to ensure provision is suitable as the wider active travel network is developed over time."
- 91. The Riverside Path Improvement project's Principal Designer has provided the following comment in response to the policy conflict highlighted by the ATE review:
- 92. The fixed infrastructure, including the bridge and close proximity to the embankment, limits the possibility of separating pedestrian and cyclist traffic. Consequently, a shared-use path is the only viable option to maintain a continuous route.

Options Analysis and Evidential Basis - Affordable Scheme

Preliminary Design Section A

93. The proposed design for Section A focuses on several key improvements. It formalises Blue Badge parking to meet current design standards and best practices, enhances road signage and markings, and introduces parking restrictions. A review of the chicane barriers will be carried out during the detailed design stage. The design aims to reduce conflicts between parked vehicles and the traveling public while also decreasing traffic volume and traffic speed through the implementation of the stated measures.

Description of the Changes

- 94. Prohibition of existing informal parking and removal of existing substandard disabled bays outside of St Barnabas Church through the introduction of a new Traffic Regulation Order (double yellow lines).
- 95. Removal of existing sub-standard disabled bays offset by the formalisation of 2 No. new disabled bays outside of the Vicarage in accordance with dimensions set out in Department for Transport's Inclusive Mobility design guidance
- 96. Improved signage and Road Markings to reinforce the carriageway is an area of shared space.

Reasoning

- 97. The assessment of the existing path identified a conflict with kerbside parking activity. To mitigate this, measures are needed to address the issues arising from parked vehicles, the narrow width of the road, and the interactions between multiple user groups—cyclists, pedestrians, and vehicular traffic—to ensure smoother and safer flow and to prioritise pedestrians and cyclists over motor vehicles, in line with our transport hierarchy.
- 98. The ATE Street Check assessment of the proposed scheme design inclusions on Jubilee Terrace indicate an improvement in comparison to the existing layout.

Impact on Pedestrians

99. The removal of parked vehicles and an associated reduction in the number of vehicles proceeding in this length of carriageway will provide a wider and less heavily trafficked area for pedestrians to move through, allowing a smoother access/egress point for the Riverside Path.

Impact on Safety and on School Children

100. Removing parked cars outside the church and at the junction with the access road will improve sightlines for school children, allowing them to cross safely without obstructed views. Additionally, keeping the area clear of parked cars will enhance visibility of cyclists approaching from the riverside path, reducing the risk of conflicts near the school.

Impact on Cyclists

- 101. Removal of parking in the area provides a safer environment for cyclists within the carriageway and mitigates against conflicts between motorists and cyclists.
- 102. There will be less kerbside parking activity which will increase safety for cyclists by reducing such instances as car doors being opened into the path of oncoming cyclists, or parked cars pulling out. It is assumed the full carriageway width will be available therefore there will be more room for cyclists and pedestrians to use the shared space which will extend through the area.

Impact on Motor Vehicles

- 103. Vehicle access to the Vicarage will remain. Gated access to the field at the east end of Jubilee Terrace is proposed to be retained, with additional 'KEEP CLEAR' markings and double yellow lines proposed around the access to avoid instances of parking which restricts emergency / maintenance access.
- 104. Currently there is no road marking to prevent vehicular parking and blocking the gated access. It is to be noted the gated access is required for emergency service and maintenance vehicles to access the Riverside Path.

Impact on Parking

- 105. At present, there are no formalised parking bays on Jubilee Terrace, however there is space for an estimated 8 vehicles to park on the stretch of Road and these parking opportunities would be removed as a result of the design proposal for this area. Two blue badge parking bays are currently situated on Jubilee Terrace to the immediate frontage of St Barnabas Church and the scheme relocates these blue badge parking spaces c. 60 metres east of their current location to an area outside the Vicarage for accessibility purposes. The location outside the Vicarage has been selected to provide disabled parking facilities in accordance with Department for Transport's Inclusive Mobility Guidance as the existing blue badge bays either side of the Church entrance gate do not adhere to this guidance.
- 106. Furthermore, removal of bays from outside the church reduces kerbside activity in the narrowest section of Jubilee Terrace, with the exception of blue badge holders (see para 106).
- 107. If a Traffic Regulation Order is introduced along Jubilee Terrace, The York Parking, Stopping and Waiting Traffic Order has an Exemption for vehicles being used in connection with a wedding or funeral at premises adjacent to that road.
- 108. Vehicles displaying a blue badge (including time clock) are eligible to park on waiting restrictions for a maximum of 3 hours.

Key theme from Public Consultation

- 109. 320 responses were provided in the free text box.
- 110. Out of the 320 responses received, 34% of the comments received, the key theme raised was the loss of parking outside the church. Some of the comments highlighted the potential impact of reduced parking on local residents and the church community.
- 111. The church has expressed concerns about potential impacts on its services and operations, while local residents worry it may lead to vehicles being parked outside their properties in other areas of Leeman Road.
- 112. A number of Comments (14%) were received that supported the removal of parking in this section outside the church, however

respondents raised concerns regarding how this parking restriction could be enforced, and how this might displace vehicles onto nearby streets. Multiple comments expressed concerns that the double yellow lines could be misused during school pick-up times with others calling for stronger measures to deter vehicle movement in this section.

113. Several respondents suggested extending the existing footpath outside the church. This proposal aimed to keep pedestrians off the road and away from vehicular traffic and cyclists. Some suggested introducing clear demarcation on the carriageway to define where cyclists should ride, helping to minimise potential conflicts.

Decision

Scheme Design

- 114. Option 1 Proceed with the affordable scheme as presented during the public consultation. Advertise no waiting at any time restrictions (double yellow lines) to the length of Jubilee Terrace outside the church as part of a formal Traffic Regulation Order process. This option meets the Department for Transport's Inclusive Mobility Design Guidance, and supports the objectives within our Transport Strategy.
- 115. Option 2 –Respond to concerns raised around loss of car parking and either retain the existing carriageway layout in this section or propose alternative revisions to be investigated as part of a future detailed design process
- 116. Option 3 Do not proceed with improvements to this section.

| | Benefits | Risks |
|--|---|--|
| Option 1 – Proceed with affordable scheme as proposed in the GA drawing at Annex E | Meets scheme objectives Reduced conflict on Jubilee Terrace between | Shared Space for active Modes is retained rather than separated space being introduced |
| | active travel modes and motor vehiclesImproved safety and accessibility. | Traffic Regulation Order (TRO) process, may attract local resident objection – risk of delays. |

Page 101

| | Improves Active Travel England (ATE) score results Potential to increase future funding opportunities with ATE as delivered a good scoring scheme Aligns with ATE guidelines / best practise. Ensures timely implementation without additional delays to the project timeline. | |
|--|---|--|
| Option 2 – Amend scheme Remove proposed Parking restrictions | Addresses parking concerns raised by some local residents and St Barnabas Church representatives as part of public consultation | Stakeholder perception that motor vehicles and associated parking is prioritised by CYC over active travel Conflicts with the Local Transport Strategy 2020-2040. (Hierarchy of transport priorities and enabling travel by active travel modes.) |
| Option 3 – Do not proceed with improvements to this Section | Creates potential further funding for improvements to made in sections B1 and B2 of the project Reduces probability of challenges to Traffic Regulation Order process Maintains the status quo for car parking in the area and responds to concerns raised by some local residents and St Barnabas Church representatives as part of public consultation. | Does not address the conflict in this section Increase usage of the Path will exacerbate the issue of conflict between different users Scheme scope is reduced, potentially leading to a reduced scoring of the scheme from ATE Does not provide blue badge parking to current design standards / guidelines. Fails to prioritise active travel over vehicle travel and doesn't support objectives within our Local Transport Strategy |

Officers Recommendation

- 117. Officers recommend proceeding with Option 1 of Section A, the affordable scheme as presented during the public consultation. This option represents a balanced and cost-effective approach to improving safety and accessibility along Jubilee Terrace as part of the Riverside Path Improvement Scheme.
- 118. The proposed changes, including the introduction of double yellow lines and the formalisation of Blue Badge parking bays, aim to reduce conflicts between different user groups—pedestrians, cyclists, and motor vehicles. By removing informal parking and introducing stricter parking regulations, the scheme will significantly improve sightlines for pedestrians and school children, reduce congestion, and create a safer, more accessible environment for all users of the shared space.
- 119. In particular, the formalisation of two new Blue Badge bays outside the Vicarage ensures compliance with the Department for Transport's Inclusive Mobility guidelines in regards to, improving accessibility for blue badge holders. The proposed blue badge bays are located circa 60m away from the existing bays. The removal of sub-standard disabled bays outside the church, while potentially contentious, addresses the need for a safer and more accessible design, with the relocation of the Blue Badge parking offering a more accessible alternative. Vehicles displaying a blue badge (including time clock) are eligible to park on waiting restrictions for a maximum of 3 hours.
- 120. The improvements to road signage and markings will help define the shared space and reinforce pedestrian and cyclist safety. The removal of parking and the associated reduction in traffic volume and speed will create a less heavily trafficked space, which is beneficial for school children and pedestrians using the Riverside Path.
- 121. Public consultation highlighted concerns about the loss of parking, particularly from St Barnabas Church and its visitors, and local residents. The proposed restrictions aim to improve safety, even if this may result in some displacement of parking onto nearby streets.
- 122. While Option 2—amending the scheme to retain parking restrictions—could address concerns from the church and residents, it would not fully reduce the conflict between different user

- groups or meet the scheme's objectives in terms of improving safety and accessibility.
- 123. Option 3, not proceeding with improvements to this section, would leave the current issues unresolved, increasing the likelihood of continued conflicts between pedestrians, cyclists, and parked vehicles due to the increased attractiveness of the route attracting more users.

Traffic Regulation Restrictions

- 124. Option 2a undertake the Statutory Consultation to Advertise a proposal for 'No waiting at any time' restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme.
- 125. Option 2b undertake the statutory consultation to Advertise a proposal for 'No Waiting 8am 6 pm Monday to Saturday' restriction on Jubilee Terrace as part of the Riverside Path Improvement Scheme.
- 126. Option 2c Do not advertise any restrictions.

| | Benefits | Risks |
|---|--|--|
| Option 2a - 'No waiting at any time' restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme. | Ensures clear access for pedestrians and cyclists, reducing conflicts with parked vehicles. Reduces traffic flow and conflict between different users. Improves safety along Jubilee Terrace by removing parking which improves sight lines for pedestrians and school children crossing the road. | The scheme moves parking for residents and church visitors away from the immediate vicinity of the church. However, parking is still available, albeit located further away, which could potentially lead to objections to the Traffic Regulation Order (TRO). May lead to displaced parking on nearby streets, causing congestion elsewhere. Requires enforcement to ensure compliance. |
| Option 2b – Single Yellow line with timed restriction Monday to Saturday 8am – 6 pm restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme. | Allows for clear access for pedestrians and cyclists, reducing conflicts with parked vehicles during peak hours. Reduces traffic flow and conflict between different users during peak hours. | Still allows some parking, which may still cause conflict and reduce effectiveness. Requires enforcement to ensure compliance. Doesn't comply with our adopted transport hierarchy where pedestrians and cyclists are given greater priority than motorists. |
| Option 2c – No restrictions | Maintains the status quo for car parking in the area | Does not address conflict between different user groups. |

Page 105

| | Does not improve safety concerns for pedestrians / school children crossing Jubilee Terrace at Junction of the school. |
|--|---|
| | Doesn't comply with the CYC transport hierarchy. |

Officers Recommendation

- 127. Officers recommend proceeding with Option 2A, which implements a 'No waiting at any time' restriction on Jubilee Terrace as part of the Riverside Path Improvement Scheme. This option ensures clear access for pedestrians and cyclists, reduces conflicts with different users, and improves safety by enhancing sight lines, particularly for school children crossing the road. While it may lead to objections from residents and church visitors due to reduced parking availability, and could result in displaced parking on nearby streets, it is considered the most effective solution to enhance safety and accessibility and prioritise active travel modes. Enforcement may be required to maintain compliance and mitigate potential issues.
- 128. Option 2B, is a less restrictive measure, and we have not gathered feedback as part of the TRO process. If the TRO is advertised and other groups advocate for a stricter restriction, it cannot be implemented since a less restrictive measure has been advertised. While it is possible to reduce restrictions after the TRO advertisement, increasing them is not permitted.
- 129. Option 2C, maintains the status quo for car parking in the area, however it does not meet the scheme's objectives in terms of improving safety and accessibility and reducing conflict.

Preliminary Design Section B1

Description of the Changes

130. Provision of a new fully segregated 3m wide two-way cycle track extending from the eastern end of Jubilee Terrace to the point at which the existing path narrows on the approach to Scarborough Rail Bridge (~660m in total). New cycle track to run parallel to the existing path but on the river (field) side of the existing tree line.

- 131. Partial resurfacing the existing path and formalisation as a 3 metre wide pedestrian footway.
- 132. Introduction of three seating and cycle parking areas accessible from both pathways and consisting of hard standing areas for use year round
- 133. Improved provision of street lighting to illuminate both the footpath and the Cycle Track
- 134. Removal of one poorly formed tree/collection of bushes.

Reasoning

- 135. To maximise capacity, preserve the existing tree lines, and minimise conflicts between path users, the proposed scheme for this section includes creating a separated cycle path to the north of the existing tree line. The existing path would be repurposed as a pedestrian pathway, as it provides the most direct route between the access and egress points at either end of the path.
- 136. A single tree with branches encroaching cycle path is proposed to be removed. The tree is a poorly formed collection of stems from ground level with negligible future value.
- 137. The planting of 5 new trees to mitigate the tree loss along the extent of the scheme provides an opportunity to increase the quality, diversity and resilience of trees in close proximity to the Riverside Path.
- 138. The segregated path provides desirable width of the cycle track facilities in accordance with LTN1/20 Table 5.2.
- 139. Given the proposals to raise the level of the footpath in Section B2, the overall volume of land available to store flood water during a flood is reduced. To compensate for this, an area of land near Water End has been identified as an alternative location to provide this storage. The profile of the ground level will be lowered which will look like a dip in the field.

Impact on Pedestrians

140. The full width of the existing path will be repurposed as a pedestrian footpath increasing capacity and removing conflict with cyclists and

- other path users. The footway resurfacing proposed will be at targeted locations where the existing surface is of a poor standard.
- 141. The lighting will be improved with dual headed lighting between the existing path and new cycle path.

Impact on Cyclists

- 142. The new, two way cycle track will provide additional capacity for cyclists to use the route and significantly reduce the potential for conflict with pedestrians in this section of the riverside path. The cycle track surface is proposed to be finshed in a contrasting colour to the footpath to provide a clearly identifiable separation between the footway and cycle track for all users.
- 143. The proposed TRO restricting cycles from using the existing access ramp connecting the riverside path with the Aldborough Way estate will mean that cyclists moving through the estate will need to join the riverside path further west of the existing location within the Jubilee Terrace section of the route.
- 144. Lighting provision will be improved with dual headed lighting situated between the existing path and new cycle path.

Key Theme of Public Consultation

Path Orientation and Design Justification

145. The orientation of the path was a point of feedback during the consultation process and was also raised during in-person discussions. The current plan is to retain the existing path adjacent to the wall as a footpath while constructing a new path to serve as the cycle track.

Principal Designer's response

146. Several considerations influence the current proposal to position the cycle track on the riverside rather than adjacent to the wall. Although both configurations are feasible, the current proposal to locate the cycle track on the riverside side of the footway is supported by the following rationale:

Width Constraints

147. Placing the cycle track along the wall side of the route would reduce its effective width. According to LTN 1/20, a 0.5m buffer is required between vertical features over 600mm and cycle tracks (Table 5.3). Consequently, the cycle track would have an effective width of 2.5m, narrowing to 2m at pinch points, particularly near Scarborough Bridge. This configuration would fail to meet the width requirements outlined in Table 5.2 of LTN 1/20 for accommodating cycle flow demand. Additionally, widening the cycle track at pinch points would necessitate further tree removal.

Direct Route

148. The existing alignment is the most direct route for pedestrians. If this path were designated as a cycle track, pedestrians accustomed to using it may continue to walk along it, leading to potential conflicts and requiring a significant behavioural shift.

Cost Implications

149. Designating the existing route as a cycle track would require complete resurfacing, leading to increased overall project costs, likely to compromise an affordable solution

Accessibility Concerns

- 150. Positioning the pedestrian footway on the far side of the tree line would create additional safety and accessibility challenges. Pedestrians using the Aldborough Way ramp to access or exit the area would need to cross the cycle track to reach the footway. This could lead to increased potential for conflicts between pedestrians and cyclists, particularly in high-traffic periods, and may compromise the overall safety and efficiency of the route.
- 151. The ramp was also assessed against LTN 1/20 standards. It is too narrow to accommodate the design vehicle for cycling, particularly around the 180-degree bend, and the straight sections are also insufficiently wide for cyclists and pedestrians to pass safely. While the ramp does not currently restrict cyclists, the proposed design introduces a "no cycling" provision on the ramp for safety and compliance reasons.

Decision

- 152. Option 1 Proceed with the affordable scheme as presented during the public consultation. Advertise a prohibition to cyclists using the ramp connecting the Aldborough Way estate with the Riverside Path as part of a formal Traffic Regulation Order process.
- 153. Option 2 Incorporate key public engagement feedback and propose alternative revisions to be investigated as part of a future detailed design process
- 154. Option 3 Do not proceed with improvements to this section.

| | Benefits | Risks |
|---|--|--|
| Option 1 – Proceed with affordable scheme as GA | Provides a cost-effective solution. Reduces conflicts between cyclists and pedestrians. Improves lighting and | May not fully address all public feedback. The restriction of cyclist access via the ramp could be contentious. |
| Option 2 – Amend scheme incorporate public feedback | Addresses public concerns and incorporates feedback gathered during consultation. Potentially increases public satisfaction and alignment with community needs. | Requires further design work, increasing time and cost. May delay implementation. Currently exceeds budget constraints and would necessitate cost optimisation measures / value engineering. |
| Option 3 – Do not proceed with improvements to this Section | No additional expenditure or time. Preserves the existing environment without changes. | Misses the opportunity to improve safety and capacity. Conflicts between users remain unresolved. Risk of having to return ATE funding due to failure to implement the proposed scheme. |

Officers Recommendation

- 155. Officers recommend proceeding with **Option 1** (**Section B1**) the affordable scheme as presented during the public consultation. This option provides a cost-effective solution that aligns with the overall goals of the Riverside Path Improvement Scheme, including improving safety, reducing conflicts between cyclists and pedestrians, and enhancing the overall capacity and usability of the path. By implementing the segregated cycle track and repurposing the existing path as a pedestrian footway, the scheme maximises the available space, preserving the existing tree lines while ensuring that both cyclists and pedestrians have dedicated areas, significantly reducing potential conflicts.
- 156. Furthermore, the proposed improvements to lighting and the creation of seating and cycle parking areas will enhance the user experience for all path users, making the space more accessible and safer year-round.
- 157. To ensure safety and compliance with the proposed design, cyclist access to the Aldborough Way ramp will be restricted through the use of 'cycling prohibited' signs. The existing ramp is narrow with a significant bend that does not meet design standards. Allowing cyclists to continue using the ramp would require them to cross the proposed pedestrian path to access the new cycle path, which could potentially lead to conflicts between users.
- 158. Amending the scheme to incorporate public feedback (Option 2) such as the orientation of the path would lead to increased costs potentially pushing the scheme out of affordability, additional design work, and potential programme delays, which may impact the delivery.
- 159. Not proceeding with improvements (Option 3) would forgo the opportunity to address ongoing safety and capacity issues with the existing path, leaving conflicts between pedestrians and cyclists unresolved, and could lead to the return of ATE funding due to the failure to implement the planned improvements.

Preliminary Design Section B2

Description of the Changes

- 160. Introduction of a 4.5 metre wide, kerb line separated stepped cycle track and footpath running along the top of the existing riverbank revetment
- 161. Introduction of an area of shared space 30m west of Scarborough bridge where cyclist and pedestrian separation ends
- 162. Raising of the existing footpath level by 250mm at 3 separate locations
- 163. Introduction of seating and cycle parking public realm space to the west of Scarborough Bridge
- 164. Improved provision of street lighting to illuminate both the footpath and the Cycle Track with a key focus on the illumination of the Scarborough Bridge underpass
- 165. Removal of two ash trees required to facilitate the new path development.

Reasoning

- 166. Within this section of the path, the available space at the top of the riverbank does not allow for the total separation of the cycle track and the footpath therefore a side by side design is proposed. The existing path is proposed to be widened to 4.5 metres and apportioned as a 2.5 metre wide bi-directional cycle track and a 2 metre wide footpath, separated by a 60mm high splayed kerb and with contrasting surface types.
- 167. The scheme aims to address the poor visibility through the narrow Scarborough Bridge underpass, whilst also meeting the scheme aims in reducing conflict.
- 168. Separation of cyclists and pedestrians will end 30 metres to the West of Scarborough Bridge where the area will be designated as shared space as path users approach/emerge from the narrowest point of the route at the Scarborough Bridge underpass. The area of shared space will be significantly wider than the existing location

- of the path, resulting in clearer lines of sight through the underpass in an attempt to improve safety.
- 169. Removal of two ash trees are required to facilitate the new path development.

Impact on Flooding

- 170. Based on existing flood data, raising the path by 250mm at existing low points is expected to reduce the number of days the path is inaccessible from, an average of 9 days per annum to an average of 5 days, increasing accessibility by an average 4 days per annum (based on average number of days of flooding).
- 171. As per discussions with Environmental Agency, due to reduction of flood volume within the Flood Zone it is necessary to provide a like for like compensation in an alternative location.

Impact on Trees

172. The design proposes that two ash trees are removed to provide the space required for the segregated cycle path, and to protect the path from potential root uplift. As previously indicated in this report, the introduction of a minimum of 5 new trees to replace those removed as part of any future construction works is currently proposed.

Impact on Pedestrians

- 173. Where there is insufficient space to segregate on the approaches to Scarborough Rail Bridge (west and east sides), a localised section of shared use footway / cycleway is proposed amounting to ~55m in total. The shared use is to be supplemented with appropriate signing and tactile surfacing
- 174. Improved amenity for path users through the provision of additional seating and planting within the grassed area immediately to the west of Scarborough Rail Bridge, along with additional seating at regular intervals along the route.

Impact on Cyclists

175. Where the new segregated cycle track and the existing path converge to the west of Scarborough Rail Bridge, the two-way cycle track is proposed to be reduced to 2.5m.

176. Cycle parking is proposed.

Key Theme of Public Consultation

Cyclist and Pedestrian Interaction at proposed area of Shared Space

- 177. Consultation responses included numerous comments on cyclist and pedestrian interaction due to the shared space proposed at the Eastern end of the route. There were concerns regarding the narrowness of the Scarborough Bridge underpass, the current speed of cyclists of moving through the underpass and the lack of a requirement for cyclists to dismount whilst moving through the underpass.
- 178. Multiple comments from the public engagement events and the survey feedback suggested cyclists should be made to dismount whilst moving through the underpass. It was reported that historically signs requesting cyclists to dismount were present on the parapets of Scarborough Bridge when approaching westbound.
- 179. During the public engagement sessions, representatives from the project team highlighted that asking Cyclists to Dismount has implications for members of the cycling community who are using cycles as accessibility aids and therefore may not be able to dismount.
- 180. Additionally the enforcement of such a prohibition would be difficult to apply.

Footpath Level Raising

- 181. Several comments raised that the path raising was minimal where others were happy to see the path raising proposed.
- 182. The Principal Design limited the footpath raising to 250mm due to the fact that any further raising would require additional works to the boundary fence and Network Rail embankment which would increase costs significantly making the scheme unaffordable.

Safety and Lighting

183. Queries and concerns were raised regarding the lack of CCTV in the scheme and particularly within this section due to the anecdotal

Page 114

- instances of crime and anti-social behaviour observed from the public observed during late hours.
- 184. A preliminary feasibility assessment of CCTV was reviewed, including a review of historical crime records. The findings indicated that the level of crime was low given the year period and this may not have provided a justified intervention. The high costs associated with the design and installation of CCTV systems rendered the proposal financially unviable therefore this was not pursued in the affordable scheme.
- 185. It was raised that improved lighting is required within the Scarborough Bridge underpass as well as improved lighting along the full extent of the path.

Place making

186. There was a concern raised that the benches would exacerbate the anti-social behaviour at the location of Scarborough Bridge.

Decision

- 187. Option 1 Proceed with the affordable scheme as presented during the public consultation.
- 188. Option 2 Incorporate key public engagement feedback and propose alternative revisions to be investigated as part of a future detailed design process
- 189. Option 3 Do not proceed with improvements to this section.

| | Benefits | Risks |
|---|--|---|
| Option 1 – Proceed with affordable scheme for Section B2 of the General Arrangement | Provides improved segregation of cyclists and pedestrians. Reduces the number of flood-related path closures by raising path levels. Enhances lighting and safety at critical areas, including the Scarborough Bridge underpass. | May not fully address public concerns about cyclist speed and shared space. Excludes CCTV installation due to cost constraints, potentially leaving some safety concerns unaddressed. Removal of two ash trees may draw criticism |

Page 115

| | Introduces additional seating and cycle parking for better user experience. Ensures the route is | despite mitigation efforts. |
|---|--|--|
| | accessible for all cyclists and pedestrians | |
| Option 2 – Amend scheme incorporate public feedback | Addresses public concerns by revising shared space design or adding features like additional signage or traffic calming measures. May improve satisfaction. | Requires additional time and resources for further design and consultation. Could lead to increased costs and may make the scheme financially unviable. |
| | May improve satisfaction by tailoring the scheme to address the public's needs and preferences. | Would require careful cost optimisation / value engineering to remain within budget. |
| | | Principal Designer and ATE are both unable to provide a satisfactory alternative to the use of Shared Space in the immediate area around the Scarborough Bridge underpass therefore a separated solution may not be achievable |
| | | Interventions such as barriers and cyclist dismount signs are likely to be in breach of the Equalities Act and could lead to legal challenge. |
| Option 3 – Do not proceed with improvements to this Section | No immediate cost or resource investment. Avoids the removal of trees and potentialenvironmental | Misses the opportunity to improve safety and user experience in the area. |
| | criticism. | Fails to address concerns about flooding, lighting, and user conflicts, leaving current issues unresolved. |
| | | Risk of having to return ATE funding due to failure to implement the proposed scheme. |

Officers Recommendation

- 190. Officers recommend proceeding with Option 1 (Section B2) the affordable scheme as presented during the public consultation. This option delivers a practical and cost-effective solution that aligns with the overarching goals of the Riverside Path Improvement Scheme by enhancing safety, improving accessibility, and reducing conflicts between pedestrians and cyclists.
- 191. The proposed design includes a 4.5m-wide segregated cycle track and footpath, raised path sections to mitigate flood-related closures, and improved lighting to enhance visibility, particularly at the Scarborough Bridge underpass.
- 192. Additionally, the introduction of seating and cycle parking will improve the overall user experience, making the path more functional and accessible throughout the year. While concerns were raised regarding cyclist speed in shared spaces, the absence of CCTV, and potential antisocial behaviour near Scarborough Bridge, the proposed scheme strikes a balance between safety, usability, and financial feasibility.
- 193. **Option 2**, which involves amending the scheme to incorporate further public feedback, would increase costs, potentially making the project unaffordable and delaying implementation.
- 194. **Option 3** choosing not to proceed with improvements, would leave existing safety and accessibility challenges unresolved and could result in the loss of ATE funding due to the failure to implement the proposed enhancements, ultimately missing the opportunity to improve the Riverside Path for all users.

Options Analysis and Evidential Basis – Riverside Embankment Stability

- 195. Option 1 Take no action
- 196. Noting the current condition of the embankment has a negative impact on current use of the riverbank and is likely to have impacts in the future on the Riverside Path Improvement Scheme. Acknowledge the risk of the embankment instability identified within the recent Riverside Path Embankment Stability Report (November 2024) Annex B but proceed with the full delivery (design and construction) of the Riverside Path Improvement Scheme, understanding that any failure of the embankment could directly affect the path and that construction of the path may result in land movement which further deteriorates the embankment stability and subsequent lifespan of both the path and embankment.
- 197. Option 2 Parallel Delivery
- 198. Mandate a separately resourced and funded project with a brief to identify the need for remedial works to improve Riverside Embankment stability, generating recommendations for how this can be achieved in a report which will be brought before a future Executive Member Decision Session. Undertake detailed design work for the Riverside Path improvement Scheme but delay construction until the dependency on the Riverside Embankment Stability issue is fully determined and resolved. Deliver both Projects in parallel with delivery timelines to be aligned to provide one, robust, future proofed solution.

Officers Recommendation

199. Officers recommend Option 2 – Parallel Delivery as the preferred approach. This option enables the Riverside Path Improvement Scheme to progress without delay, while also addressing the Riverside Embankment Stability issue. By delivering both projects in parallel, the timelines can be aligned, ensuring a cohesive and future-proof solution. The parallel delivery model includes a detailed discovery phase to assess the full extent of embankment stability issues and how they may impact the construction of the Riverside Path. This approach ensures that both projects are developed with a comprehensive understanding of their interdependencies, allowing for effective risk mitigation. Additionally, it facilitates the identification of funding and resources required for both projects.

- ensuring neither is delayed due to the uncertainties around the embankment's condition.
- 200. As part of project take on for embankment stability, a detailed discovery stage will need to be undertaken to understand the full magnitude of issues faced along the extent of the river embankment adjacent to the proposed Riverside Path Improvement Scheme, to better determine the level of dependent risk/mitigation between both schemes and both remedial options. Therefore no recommendation is provided regarding which remedial option should be progressed.
- 201. Riverside path improvement scheme project has a key dependency on the Riverside embankment stability outcomes with a key focus to understand how any proposed construction methodology for the Riverside Path would be impacted by the current condition of the embankment.
- 202. Any decision made with regards to the riverside embankment stability needs to consider how the works will be funded and resourced, and understand the impact and implications of such on the Riverside Path in greater detail.
- 203. Based on the high level cost estimate of the do minimum option recorded in Annex B Riverside Embankment Stability Report, November 2024, a CRAM funding bid has been submitted for consideration as part of the 25/26 budget setting process. A total award of £600k has been requested which would be split across two tranches, £200k in 25/26 to support all works up to Detailed Design and £400k in 26/27 for delivery of the scheme on site.
- 204. The funding already in place for the delivery of the Riverside Path Improvement scheme is from a variety of sources and is focused purely on this scheme. It is unlikely that significant works to address the issue of Riverside Embankment Stability could be funded using these existing funding awards however, if the CRAM funding bid is unsuccessful then discussion with the relevant parties would likely be required.
- 205. Resource to support a separate project to address Riverside Embankment Stability would require input from the asset owner due to the technical nature of the issues to be addressed. Whilst Project Management resource could potentially be offered from the existing Riverside Path Improvement scheme, technical officers would be required from CYC's Flood/Public Realm/Property departments to

Page 119

offer support in identifying the most suitable options to resolve the issues at the site.

| | Benefits | Risks |
|---|--|---|
| Option 1 - Proceed with affordable Riverside Path Improvement scheme without addressing Riverside embankment stability issues | No additional funding required Scheme can proceed immediately without further delays, project timelines held Avoids the need for further design or planning, streamlining the process. Maintains momentum and public confidence in the overall project. | High risk of embankment failure Ongoing safety issues/environmental damage. In event of failure, impact to Riverside Path may result in path damage /closure Abortive work could result in wasted time, effort, and resources if the embankment later requires repair. Limited/no funding to address repairs if instability worsens requiring emergency interventions. long-term costs for both schemes likely to escalate CYC reputational damage due to perceived negligence in addressing foundational issues. |
| Option 2 – Parallel Delivery Riverside Embankment Stability to mandated as a separate project with both Projects delivered in parallel. (Riverside Path Improvement Scheme and remedial actions for Riverside Embankment Stability Issues) | Enables a coordinated approach, aligning the Riverside Path Improvement Scheme with embankment stability efforts. Provides a clear plan to manage the interdependencies between both projects. Removes the risk of damaging the new path by resolving stability issues in parallel. Reduces potential long-term costs by integrating solutions early in the process. Builds confidence among stakeholders by addressing both concerns simultaneously. Allows for a robust review and comprehensive analysis to determine the most appropriate solution, whether partial or full reconstruction of the | Service Line accountability for Embankment stability still to be determined Embankment Stability has not been approved as a funded scheme – Lack of budget/Project Resources Challenges with securing CRAM funding Dependent Projects Increases project complexity, requiring effective management and coordination between teams. Overall Riverside Path project timeline would be impacted by any delays in the embankment work Delays in identifying and agreeing on a Project Owner/Accountable Officer may slow project progress. |

embankment, ensuring the longterm stability of both projects.

- Ensures that the Riverside embankment stability issue is formally addressed, reducing the risk of proceeding with other projects that might be impacted by unresolved embankment concerns.
- Encourages a structured and coordinated approach by making embankment stability a dependency, potentially leading to better project outcomes in the long term.
- Clarifies accountability by assigning a responsible party (Project Owner/Accountable Officer), streamlining decision-making and progress.

Enables progress on the Riverside Path Improvement scheme, keeping the project active.

Mitigates the risk of damaging the new path during embankment construction works.

Maintains some stakeholder engagement and confidence by showing proactive steps.

- Dependency on embankment stability could stall other projects until these issues are resolved.
- Coordination challenges and additional funding requirements might arise if embankment issues prove to be more complex than anticipated.

There may be uncertainty or delays in progressing the project due to a lack of clarity on the financial implications of addressing embankment stability.

Lack of clarity on how embankment stability issues will be resolved.

Detailed design work could become abortive if impact of embankment adjustments requires significant redesign.

Delays the commencement of the Riverside path construction.

Any delays in the embankment works due to site risks or issues could impact the overall Riverside path project timeline.

Delays to the Riverside Path could have an impact on funding

Organisational Impact and Implications

206. Financial

The total scheme cost is estimated to be delivered with £1.7m budget available. A high-level cost estimate has been prepared by the schemes Principal Designer as part of the preliminary design process and includes a reduced contingency risk allowance of 10%. This level of contingency presents affordability risk for the proposed scheme. Some estimates are provisional. There is a risk that cost will be greater than expected. The cost will be carefully monitored and any increases above the budget would require value engineering to reduce the costs or alternative budget will need to be found across the Transport Capital programme.

The proposed scheme design results an increased amount of adopted highway (circa 6700 m²) would need to be considered as part of future highways maintenance planning and covered from Highways budget.

207. Human Resources (HR)

There are no HR implications contained within this report. However, should any additional resource be required by the Council to deliver the Riverside Path Improvement Scheme and/or future maintenance this would be established and resourced in accordance with council policy.

208. **Legal**

Planning of the Riverside Path Improvement Scheme is considered Permitted Development, under Part 9 (Development relating to roads) Class A (development by highways authorities) of Schedule 2 to the "The Town and Country Planning (General Permitted Development) (England) Order 2015."

The appropriation of public open space land currently owned by the Council for a change in its use or purpose will need to comply with Section 122 of the Local Government Act 1972. A decision paper will be presented to the Executive to seek approval for advertising the proposed appropriation.

The proposed changes to parking restrictions and enforcing the prohibition of cyclists on the ramp must be undertaken in

accordance with the statutory consultation process as set out in the Road Traffic Regulation Act 1984.

The contracts for the proposed works and services will need to be drafted with support from Legal Services.

209. Procurement

Any proposed works or services will need to be commissioned via a compliant procurement route under the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015 (soon to be Procurement Act 2023 from 24th February 2025). All tenders will need to be conducted in an open, fair, and transparent way to capture the key principles of procurement. Further advice regarding the procurement routes, strategies and markets must be sought from the Commercial Procurement team.

210. Health and Wellbeing

The scheme has been subject to a Road safety audit and Equalities Impact Assessment process to ensure that vulnerable road users are accounted for.

The scheme seeks to improve active travel for pedestrians and cyclists, this will reduce barriers to those wishing to walk and cycle along the Riverside Path. This will therefore help aid in improving the health and wellbeing of residents of York.

Public Health fully support the scheme.

211. Environment and Climate action

The proposed improvements to the Riverside Path align with the ambitions of the Climate Change Strategy to reduce emissions associated with transport. Reducing conflicts, improving lighting, and widening the path encourage walking and cycling along the route.

Preliminary design for the scheme proposes the removal of 3 trees along the route of the path. However, as per the Arboricultural Policy for City of York Council (2017), a compensation value for removal of public tree has been accounted for using the recognised valuation

system CAVAT (Capital Asset Value for Amenity Trees) and will ensure a minimum of 5 new trees replace those that are removed.

Consideration should be given to minimise the embodied carbon emissions associated with delivery of the scheme.

212. Affordability

The report has positive implications for those on low wages to secure wider access to spaces where more affordable ways of travelling such as walking and cycling can be enjoyed.

213. Equalities and Human Rights

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

The EIA at Annex A demonstrates that the proposals have positive implications for older and disabled in terms of improving access, and in improving safety of spaces for women and girls, and other vulnerable groups. Low income groups are covered under 'Affordability' implications above.

214. Data Protection and Privacy

Data protection impact assessments (DPIAs) are an essential part of our accountability obligations and is a legal requirement for any type of processing under UK data protection and privacy legislation. Failure to carry out a DPIA when required may leave the council open to enforcement action, including monetary penalties or fines.

DPIAs helps us to assess and demonstrate how we comply with all our data protection obligations. It does not have to eradicate all risks but should help to minimise and determine whether the level of risk is acceptable in the circumstances, considering the benefits of what the council wants to achieve.

The relevant data protection work was carried out for the consultation which identified the data protections risks, as well as the mitigations either in place or that needed to be put in place, to minimise these known risks. However this will be reviewed following the approved recommendations and options from this report and a further DPIA completed if required.

215. Communications

The communications team has provided support to this project for both phases of consultation.

As a result of this decision session further work will be needed to support the project team and to share updates with the local community, this will be especially important if this project moves to construction phase.

216. **Economy**

With nearly 2.5k daily users, the Riverside Path is a key active travel commuter route connecting residents to the city and railway station. By increasing the number of days the path is passable during flooding, and improving the layout to make it safe and more accessible, it will better support residents travel plans as they move to and from work and study.

Risks and Mitigations

There is a risk of failure of the embankment stability. This has been documented in Annex B the Riverside Embankment Stability Report.

It is to be noted that the risk contingency which has been applied to the cost estimate for delivery of this scheme has been reduced to 10% to bring the scheme into affordability.

A project risk register is in place for the Riverside Path Improvement Scheme. It is a live document that is regularly updated to track risks related to design, construction and post construction. The register ensures potential risks are identified early, mitigation measures are in place, and risks are managed throughout the project. Regular updates and reviews will be conducted by the project team to ensure all risks are effectively managed throughout the lifecycle of the scheme.

Wards Impacted

The Riverside Path is situated in Holgate Ward however the route provides an off road cycle link between wards across the West of the authority area and the city centre

Contact details

For further information please contact the authors of this Decision Report.

Author

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|------------------|---------------------------|
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| Service Area: | Place |
| Telephone: | |
| Report approved: | Yes /No |
| Date: | 27/02/25 |

Co-author

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|------------------|--|
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| | Planning |
| Service Area: | Environment, Transport and Planning |
| Telephone: | Please insert |
| Report approved: | Yes/ No |
| Date: | 27/02/25 |

Background papers

All relevant background papers must be listed.

A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based, and which has been relied upon to a material extent in preparing the report. See page 5:3:2 of The Constitution.

Annexes

All annexes to the Decision Report must be listed.

Page 126

- Background paper: Active Travel Programme Update, Executive Member for Transport, March 2023
- Annex A Equalities Impact Assessment (EIA)
- Annex B Riverside Embankment Stability Report, November 2024
- Annex C Riverside Path Improvement Scheme Consultation Report Dec 2024
- Annex D Active Travel Review
- Annex E Riverside Path Improvement Scheme General Arrangement Drawing
- Annex F Riverside Path Improvement Scheme Public Consultation November 2024

City of York Council Equalities Impact Assessment

Who is submitting the proposal?

| Directorate: | | City of York Council - Place | | | |
|----------------------------|----------------------------|------------------------------|--------------------------|--|--|
| Service Area: | | Transport | | | |
| Name of the proposal | : | Riverside Path | | | |
| Lead officer: | | Shoaib Mahmood | | | |
| Date assessment completed: | | 18/02/2025 | 18/02/2025 | | |
| Names of those who c | ontributed to the assessme | nt : | | | |
| Name | Job title | Organisation | Area of expertise | | |
| Luke Oddy | Principal Engineer | AECOM | Traffic Engineering / PM | | |
| Maddie Harkness | Engineer | AECOM | Traffic Engineering | | |
| Dave Smith | Access officer | City of York Council | | | |
| Shoaib Mahmood | Project Manager | City of York Council | | | |

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. |
|-----|---|
| | The Jubilee Terrace to Scarborough Bridge Riverside Path is a key route on the cycle network connecting the west of the city with the city centre and the Scarborough Bridge River crossing. As part of the York Central development an alternative high-quality off-road route unaffected by river flooding will be provided but it will not replace the importance of the riverside route to local residents and cyclists. The aspiration is to enhance provision for pedestrians and cyclists along the existing Riverside Path, catering for all users including those with mobility impairments. |
| 1.2 | Are there any external considerations? (Legislation/government directive/codes of practice etc.) |
| | The path will form part of the highway boundary and as such should accord with the relevant design standards listed below (but not limited to): |
| | 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 |
| | design for crime prevention guidance |
| | Relevant CYC Design Guidelines |
| | CYC Accessible Seating Review and Inclusive Design Framework |

1.3 Who are the stakeholders and what are their interests? Users of the path (Cyclists / Pedestrians) & Residents – Segregation, personal security, impact of flooding, legibility of provision, wayfinding, conflict between motorists / pedestrians and cyclists at Jubilee Terrace. St Barnabus Primary School / Parents / Children – Access to / from school, parking issues, crossing facilities, segregation of users. St Barnabus Church – Access to / from Church. Vicarage – Access to / from Vicarage Other stakeholders highlighted within Jubilee Terrace to Scarborough Riverside Path Consultation Report, AECOM, Feb 2023 and the Riverside Path Improvement Scheme Consultation Report, February 2025 A copy of the consultation report is appended. A high level summary is provided below. What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want 1.4 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. While the path is currently well used by pedestrians and cyclists, it is well known know that there are a number of barriers to people using the route such as; inconsistent lighting, lack of CCTV, lack of seating and rest areas. The path is closed on average of 14 days per year. Frequent flooding leads to the closure of the path with additional journey times for users. End to end users will experience a 4–6-minute additional journey time depending on their end destination. With 2589 daily users impacted, keeping the path accessible for additional days will have a positive impact. The aims of the project are to improve the path, where feasible, by introducing the following: improved lighting and security widening or segregating the riverside path, to reduce the likelihood of conflict between pedestrians and cyclists raising the level of the path, in particular at low points, to reduce the impact of river flood events provide more seating and rest areas along the route restricting parking and traffic movement on Jubilee Terrace to reduce conflict between motor vehicles and path users

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 | |
| Jubilee Terrace to Scarborough Riverside Path Consultation Report, AECOM, Feb 2023. | Project specific feedback on initial proposals - A total of 444 consultation responses were received. This is made up of 441 responses via the online or hard copy response form, and three emails. Five hard copy response forms were received after the close of the consultation. They were not included in the analysis in this report but were read and considered by the project team. | |
| Riverside Path Improvement Scheme | This document contains a breakdown of these responses, including quantitative and qualitative data identifying common themes. It also includes a brief summary of the type of respondent, including their stated use of the path, frequency of use, as well as other demographic data. The February 2025 Consultation Report summarises the findings of the public | |
| Consultation Report, February 2025 | consultation (Appendix B). The Riverside Path Improvement Scheme Consultation ran from 6th November to 1st December 2024, offering multiple engagement opportunities for the public. Two in-person drop-in events were held on 12th and 21st November at St Barnabus Church in York, which were well-attended, while a low-attended online event took place on 14th November to accommodate those facing challenges with time or accessibility. | |
| | A survey was created to capture public feedback, available both online and in paper form at several local venues, receiving 636 total responses with 12 of the responses submitted via paper copies. Three emails were also received through a dedicated mailbox. The aim of the consultation was to gather input for the scheme's detailed design stage, with responses categorised into key themes. | |

EIA 02/2021

The scheme was split into three sections:

- 1. Section A covers the extent of Jubilee Terrace which connects Kingsland Terrace to Cinder Mews,
- 2. Section B1 covers the western end of the existing active travel pathway which runs alongside a wide expanse of grassed area for around 400 metres.
- 3. Section B2 covers the eastern end of the existing active travel pathway which runs along the top of an existing pitched stone revetment through to Scarborough Bridge for around 300 metres.

The survey for the Riverside Path Improvement Scheme showed strong support for the proposed designs, particularly in Sections B1 and B2.

In Section A, 64.4% of responses believed the design would reduce conflict between pedestrians, cyclists, and vehicles, with 58.7% supporting the design.

In Section B1, 90.6% felt the design met the objectives of reducing conflict, and 94.4% supported a segregated path for pedestrians and cyclists.

Section B2 received support for measures like raising the footpath to reduce flooding and improving visibility through the bridge.

Overall, 85.6% of responses supported the full design.

Free-text responses highlighted concerns in Section A about parking, safety and lighting in Section B1, and cyclist-pedestrian interactions in Section B2.

Step 3 – Gaps in data and knowledge

| 3.1 What are the main gaps in i gaps will be dealt with. | 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 | | | |
| Feedback on current proposals from local the path | | I round of public consultation following completion of nary Design. | |

Step 4 – Analysing the impacts or effects.

| Equality Groups and Human Rights. | Key Findings/Impacts | Positive (+) Negative (-) Neutral (0) | High (H) Mediun (M) Low (L) |
|---|--|---|--------------------------------|
| Age . | Improved segregation between pedestrians and cyclists, all ages will reduce conflict and improve safety for all users. | + | Н |
| | Improved resting places for all users, elderly who may need to stop and rest more often. | + | н |
| | Improved resting places for all users, areas to socialise and stop along the route, all ages. | + | М |
| | Improved lighting may help people feel safer along the path, all ages. | + | Н |
| | Improved signage, wayfinding and tactile paving, all ages will benefit from clearer directions and correct infrastructure. | + | M |
| | Removal of parking along Jubilee Terrace for pedestrians and cyclists, all ages will reduce conflict and improve safety for all users. | + | н |
| | Removal of parking along Jubilee Terrace for motorists, all ages. Potentially more impactful to elderly and people with children to reduce instances of conflict and risk of collision. | + | Н |

| | Removal of parking along Jubilee Terrace for motorists, all ages. Negative impact for older persons without a blue badge, as they will no longer be able to park along Jubilee Terrace. | - | M |
|--------------------------------|--|---|---|
| Disability | Improved segregation between pedestrians and cyclists, will reduce conflict and improve safety for all users. | + | Н |
| | Improved resting places for disabled users will provide sufficient locations to stop and rest along the route. | + | н |
| | Improved lighting may help people feel safer along the path, all users including those with disabilities. | + | н |
| | Improved signage, wayfinding and tactile paving, particularly those who are blind and partially sighted to make navigating the area safer and more accessible. | + | М |
| | Formalisation of disabled bays with sufficient yellow box clearance at Jubilee Terrace will benefit blue badge holders in comparison with the existing noncompliant bays. | + | Н |
| | Introduction of parking restrictions on Jubilee Terrace, will create more space for blue badge holders to park. Blue badge have exemption of 3 hours on double yellow lines. | + | Н |
| Gender | Improved lighting will help people to feel safer along the path – Women / girls in particular as highlighted from public consultation. | + | Н |
| Gender Reassignment | Impacts considered neutral. | | |
| Marriage and civil partnership | Impacts considered neutral. | | |

| Pregnancy | Improved lighting will help people to feel safer along the path, | + | Н |
|---|--|---|---|
| and maternity particularly those who are typically more vulnerable during pregnancy and maternity / with children. | | | |
| Improved segregation between pedestrians and cyclists, all users but particular those who are more vulnerable during pregnancy and maternity / with children. | | + | Н |
| Race | Impacts considered neutral. | | |
| Religion and belief | Improved pedestrian access to St Barnabus Church | + | L |
| Sexual orientation | Impacts considered neutral. | | |
| Other Socio- economic groups including : | Could other socio-economic groups be affected e.g. carers, exoffenders, low incomes? | | |
| Carer | Improved segregation and lighting | + | M |
| Low income groups | Improved access via means of active travel | + | M |
| Veterans, Armed Forces Community | Impacts considered neutral. | | |
| Other | Impacts considered neutral. | | |
| Impact on human rights: | | | |
| List any human rights impacted. | N/A | | |

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

- 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 been done to optimise opportunities to advance equality or foster good relations?
 - Street lighting proposed.
 - Segregation of pedestrian / cycle facilities encourages good relations between user groups.
 - Removal of parking along Jubilee Terrace reduces the risk of conflict between pedestrians / cyclists and motorists.
 - Further public consultation to encourage local input / foster good relations.

Step 6 – Recommendations and conclusions of the assessment

- 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 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. | Proposals are considered to provide a betterment to the existing situation on a number of factors for multiple user group, as detailed within the assessment above. Therefore, the EIA is not considered to demonstrate unlawful discrimination or adverse impacts. |

Step 7 – Summary of agreed actions resulting from the assessment

| 7.1 What action, by w | 1 What action, by whom, will be undertaken as a result of the impact assessment. | | | | |
|-----------------------|--|--------------------|-----------|--|--|
| Impact/issue | Action to be taken | Person responsible | Timescale | | |
| N/A | N/A | N/A | N/A | | |

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?

The impact of the proposal will be informed by the two public consultations conducted in December 2022 and November 2024, ensuring that input from protected characteristics groups and other marginalised communities has been considered. Any key findings from these surveys may help refine the final design, and ongoing discussions during the detailed design stage could provide further opportunities to address specific needs. Lessons learned from this process may also help shape future projects and improve inclusive design practices where relevant.

Page 141 Annex B:





INSPECTION REPORTRiver Ouse Riverbank



Report 22594-H-RP-001-R0 20 November 2024

INSPECTION REPORT River Ouse Riverbank

CONTENTS

- 1 EXECUTIVE SUMMARY
- 2 LOCATION PLAN AND GENERAL ARRANGEMENT
- 3 DESCRIPTION OF STRUCTURE
- 4 SUMMARY OF PREVIOUS INSPECTIONS
- **5 OBSERVATIONS**
- 6 DISCUSSIONS
- 7 FURTHER INVESTIGATIONS
- 8 REMEDIAL OPTIONS
- 9 COSTING
- 10 CONCLUSIONS AND RECOMMENDATIONS
- 11 LIMITATIONS

APPENDIX A – Inspection Photographs at Water Level

APPENDIX B - Inspection Photographs from Above Water Level

APPENDIX C – Costing Analysis



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ISSUE LOG FOR REPORT 22594-H-RP-001

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Issuing office Mason Clark Associates (Hull).



Page 144

1.0 EXECUTIVE SUMMARY

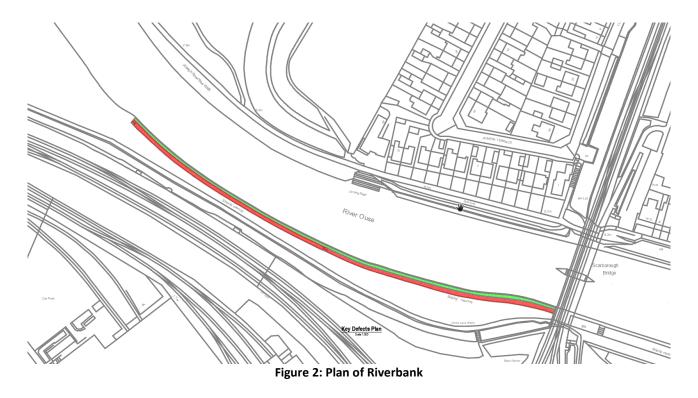
- 1.1 Mason Clark Associates were commissioned by the City of York Council to undertake an inspection of the River Ouse riverbank and produce a report to comment on its current condition.
- 1.2 The primary aim of the report is to comment on the impact of its current condition on the existing site and its future interaction with the proposed riverside path located above it, and then recommend remedial actions to reduce its impact.
- 1.3 Inspection of circa 270m of riverbank located to the west of Scarborougth Railway Bridge was carried out on the 14th of October 2024. The inspection was conducted from the bank and within the water, on foot.
- 1.4 The structure inspected consists of a pitched stone embankment, concrete slab, concrete retaining wall, reinforced concrete beam and piles. It provides flood protection and pedestrian access along the river.
- 1.5 Condition of each element along the 270m length is recorded within this report. The inspection generally found that the slab, beam, and piles have widespread moderate defects. One case of total element failure has been identified.
- 1.6 Previous condition assessments, carried out by WSP, have been summarized and included. The defects noted in previous assessments are compared to recent findings to indicate the deterioration over time. Findings show that the condition has got worse, with previous defects becoming more severe and extensive.
- 1.7 The current condition and its deterioration since previous reports suggests the riverbank condition will become worse over time until, with more elements failing in the medium term, and potentially multiple cases of collapse in the long term.
- 1.8 The condition has a negative impact on the site for its current use. The present defects pose a risk to pedestrians.
- 1.9 The condition will also have a negative impact on the proposed riverbank pathway. The current construction is coming to the end of its design life and will likely fail. Failure will expose the proposed pathway to the effects of the river.
- 1.10 Two remedial options are explored. Firstly, general repairs to make the embankment safe for its current use. Secondly, replace critical elements to extend its design life and reduce impact on the proposed pathway.



2.0 LOCATION PLAN AND GENERAL ARRANGEMENT



Figure 1: Google Maps Satellite View





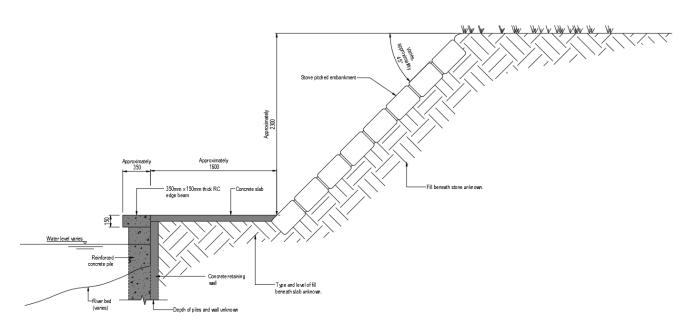


Figure 3: Section Through Embankment Construction Type 1

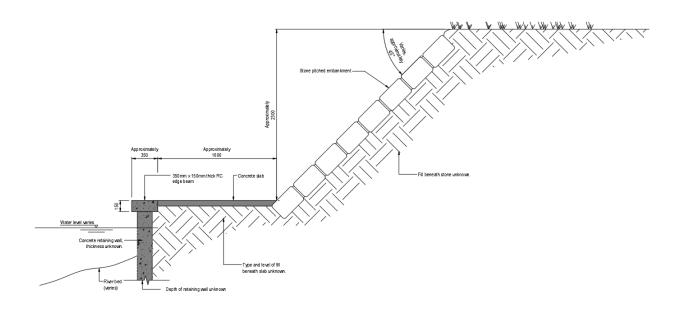


Figure 4: Section Through Embankment Construction Type 2



3.0 DESCRIPTION OF STRUCTURE

Table 1: Structure Details

| Field | Description |
|--------------------------------|---|
| Construction | Stone, concrete and reinforced concrete |
| Grid Reference | SE 595520 |
| Obstacle Crossed | River Ouse |
| Highway Carried | Pedestrian Footway |
| Highway Alignment - Horizontal | West-East following River Ouse |
| Highway Alignment – Vertical | Generally Flat |
| Approximate Date of | Unknown |
| Construction | |

3.1 General

- 3.1.1 The construction from the landside on Cinder Lane to the River Ouse starts with a pitched stone embankment. The top of the embankment runs down on a 45-degree slope to a lower footpath.
- 3.1.2 The lower footpath is constructed in a mixture of concrete and reinforced concrete vertical and horizontal members.

3.2 Stone Embankment

3.2.1 The pitched stone embankment provides slope stability to the riverbank and access to the lower footpath. It acts as a barrier to floods and protects the pathway above.

3.3 Lower Footpath

- 3.3.1 A mass concrete ground bearing slab and reinforced concrete capping beam act as the deck of the lower footpath.
- 3.3.2 The concrete slab is approximately 1600mm wide x 75mm thick and bears onto an unidentified earth fill, according to the report by WSP dated February 2021.
- 3.3.3 The reinforced concrete capping beams are approximately 350mm wide x 150mm deep, according to the report by WSP dated February 2021. They are continuous over their supports.



Page 148

Table 2: List of deck ancillaries

| Surfacing and finishes | There is no surfacing to the top of the concrete slab. |
|------------------------|--|
| Expansion joints | No expansion joints. |
| Bearings | Capping beams bear directly onto piles and slab is ground bearing. |
| Waterproofing | None |
| Parapets/Safety | No parapets or safety fencing is provided. |
| fencing | |

3.4 Retaining Wall

3.4.1 The ground underneath the concrete slab is retained by a concrete wall. The concrete wall has an unknown depth into the riverbank. It also provides protection from the river to the earth underneath the slab.

3.5 Foundation

- 3.5.1 Reinforced concrete piles transfer vertical loads from the capping beam and horizontal loads from the retaining wall into the ground. The piles extend down into the riverbank to an unknown depth.
- 3.5.2 Some of the reinforced concrete piles also have a steel anchor tie.

3.6 Drainage system and services

- 3.6.1 No drainage system is provided to the embankment.
- 3.6.2 At the Scarborough Railway Bridge side there are two outlets that run underneath the pitched embankment and through the retaining walls. Openings to the footpath slab are provided for access. One opening is full exposed, whilst the other has a timber covering to allow pedestrian access.



4.0 SUMMARY OF PREVIOUS INSPECTIONS

4.1 Condition Inspection (dated 2nd October 2020).

- 4.1.1 Site inspection undertaken by WSP on behalf of the City of York Council. Inspected on foot only. The inspection focused on the stone embankment, concrete path, and capping beam.
- 4.1.2 Stone embankment in fairly good condition. Only some minor defects observed, including displaced blocks and loss of mortar due to tree roots.
- 4.1.3 Concrete path in variable condition, some areas intact. Gaps between the capping beam and concrete slab. Gaps in the concrete slab between the capping beam and stone embankment. Concrete slab broken up with multiple cracks.
- 4.1.4 Concrete capping beam in variable condition, some areas intact. Sections of capping beam not level and rotated towards the river. Areas of cracked and spalled concrete, with sections of exposed steel reinforcement. Sections of major deterioration where the capping beam is heavily spalled and no longer supported.
- 4.1.5 Concrete piles inspected in one location. Concrete spalling and exposed rebar at the top of the pile.

4.2 Condition Inspection (dated 2nd December 2020).

- 4.2.1 Site inspection undertaken by WSP on behalf of the City of York Council. Inspected on foot only. The inspection focused on the concrete retaining wall and piles. Only the visible and above water section of wall and piles is inspected.
- 4.2.2 Concrete retaining wall generally in good condition except for some hairline cracks.
- 4.2.3 Reinforced concrete piles are generally in good condition. Multiple piles are out of plumb, generally leaning towards the river. The concrete on some pile has cracked or spalled at the top. Steel reinforcement is exposed in some cases at the top of the pile, with minor corrosion.



4.3 Conclusion of Previous Report (dated February 2021).

- 4.3.1 Condition assessment report produced by WSP on behalf of the City of York Council. The report summarises the findings of the two condition inspections as described in section 4.1 and 4.2. There are also two remedial options and recommendations provided in the report.
- 4.3.2 The assessment report suggests two remedial options:
 - Option A: Repair the most damaged elements of the existing structure, to return the riverbank to a 'good' condition. Repairs mostly focused on the capping beam and concrete slab. A high-level cost analysis estimates this to cost £400,000 to £600,000.
 - Option B: Rebuild the concrete pile and retaining wall with steel sheet pile wall in front of the existing structure. Extending the life expectancy of the structure to 100+ years. A high-level cost analysis estimates this to cost up to £1,000,000
- 4.3.2 The following recommendations are considered in the report:
 - 4.3.2.1 Consider actions to address defects, specifically those that pose a risk to pedestrians.
 - 4.3.2.2 Consider a structural assessment of the full structure.
 - 4.3.2.3 Consider installing monitoring instruments to measure movement of the structure.
 - 4.3.2.4 Review the existing inspection regime, factor the findings of the condition assessment.
 - 4.3.2.5 Consider closing the concrete path until the hazards to pedestrians have been addressed.
 - 4.3.2.6 Carry out a more comprehensive cost estimate for the remedial options.



Page 151

5.0 RESULTS OF PRINCIPAL INSPECTION

Inspectors Andy Thompson and Sam Tonks from Mason Clark Associates

Date 14th October 2024

Weather Overcast and dry throughout, temperature varying from 3 to 10 degrees Celsius

Access On foot along pathway and on foot in the water (chainage 0m to 250m)

Areas Inspected Approximately 270m, working downstream, to the Scarborough Rail Bridge.

5.1 Notation

5.1.1 The following gives brief details of the condition of the structure together with any significant defects noted during the inspection. The following descriptions are used:

| Extent of Defect | A B C D | No significant defect Slight, not more than 5% of surface area/length/number Moderate, 5% to 20% of surface area/length/number Wide, 20% to 50% of surface area/length/number Extensive, more than 50% of surface area/length/number |
|--------------------|------------------|--|
| Severity of Defect | 1 2 | As new condition or defect has no significant effect on the element Early signs of deterioration, minor defect/damage, no reduction in functionality of element |
| | 3 | Moderate defect/damage, some loss of functionality could be expected |
| | 4 | Severe defect/damage, significant loss of functionality and/or element is close to failure/collapse |
| | 5 | Element is non-functional/failed |
| Priority | L | Low, repairs not required for a long duration before the defect is expected to get worse and negatively impact functionality. |
| | M | Medium, repairs should be considered soon, defect is likely to worsen and negatively impact functionality. |
| | Н | High, repairs should be made as soon as possible as functionality is lost and collapse has or is about to occur. |



5.2.1 Chainage 0-9

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|-----------------------------------|-----------------------------|-----------------|--|----------|
| 1. | From 0m-5.2m is overgrown with a large build-up of earth at the base of the stone embankment. The pitched stone embankment is in good condition with no observable defects. | New | Stone Embankment | 1A | Remove earth (<10m³) and overgrown vegetation. | L |
| 2. | From 0m-5.2m is overgrown with a large build-up of earth on top of the concrete slab, concealing the condition for this section. The concrete slab footpath is in good condition with no observable defects. | New | Concrete Slab | 1A | As in item 1 | L |
| 3. | Mostly the beam is in good condition. In one location the beam is not fully supported by the piles and spalling to the underside of the beam. | Pre-existing, condition the same. | Capping Beam | 3B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | М |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | One pile not supporting the capping beam. With some exposed reinforcement at the gap between the capping beam and top of the pile. | Pre-existing, condition the same. | Reinforced Concrete Pile | 3C | Reinstate concrete (<0.1m ³) at top of the pile. | М |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|----------------------------------|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Transverse cracks from the capping beam to the pitched stone. Cracking along the joint between the slab and capping beam. | Pre-existing condition the same. | Concrete Slab | 2C | Break out and reinstate concrete (<1m ³). | L |
| 3. | Step at the joint between two capping beams. Also, a 300mm x 200mm x 25 mm deep volume of concrete spalled off the underside of the beam. Exposed steel reinforcement. The aggregate is visible at the surface, indicating poorly graded concrete mix. | New | Capping Beam | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M 9 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1 A | N/A | - |
| 5. | Cracking to the rear of the pile, between the pile and the retaining wall. | New | Reinforced Concrete Pile | 2B | Reinstate concrete at the back of the pile (<0.1m ³). | M |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority | - |
|----|---|----------------------------------|-----------------------------|-----------------|--|----------|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - | |
| 2. | Signs of possible infill to the slab. Very noticeable slope on the path. Gap in the path. | Pre-existing condition the same. | Concrete Slab | 3C | Break out and reinstate concrete (<2m ³), to regain level. | L | |
| 3. | Spalling and exposed steel reinforcement on the front of the beam. | Pre-existing condition the same. | Capping Beam | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | | Page 154 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - | |
| 5. | Spalling at the top of the pile. Locations with loose concrete and exposed steel reinforcement. | Pre-existing condition the same. | Reinforced Concrete Pile | 3D | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M | _ |



5.2.4 Chainage 30-39

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|----------------------------------|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1 A | N/A | - |
| 2. | Exposed aggregate on the path. Crack at joint between slab and capping beam. | Pre-existing condition the same. | Concrete Slab | 2C | Break out and reinstate concrete (<2m ³). | L |
| 3. | Crack through the beam with reinforcement exposed and deformed on the top and bottom of the beam. Hollow sound when tapping the surface of the beam. | condition slightly | Capping Beam | 4C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.2m ³). | M . |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | Exposed steel reinforcement at the top of the pile. | New | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | М |



5.2.5 Chainage 40-49

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority | |
|----|---|--|-----------------------------|-----------------|--|----------|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - | |
| 2. | Cracking in the concrete between the slab and capping beam. Water pooling on top of the path. | Pre-existing condition slightly worse. | Concrete Slab | 3D | Break out and reinstate concrete (<2m ³). | М | |
| 3. | Exposed steel reinforcement and concrete spalling on the underside of the beam near the pile. | New | Capping Beam | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | | Page 156 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - | |
| 5. | Cracking on the top of the face of the pile. | New | Reinforced Concrete Pile | 3C | Break out and reinstate concrete (<0.1m ³). | M | |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|---|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Appears to be three separate constructions making up the path from 51.7m-54.4m. All in concrete. Void to the rear of the path at the base of the pitched stone. | New | Concrete Slab | 2D | Break out and reinstate concrete (<2m ³). | M |
| 3. | No noticeable defects. | N/A | Capping Beam | 1A | N/A | M d |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - - |
| 5. | Concrete cover on the pile is missing and steel reinforcement is exposed. | Pre-existing, condition is worse. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|---|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Crack down the middle of the slab in the direction of the path. Large cracks in the slab with loose concrete. Void to the rear of the path at the base of the pitched stone. | New | Concrete Slab | 3D | Break out and reinstate concrete (<2m ³). | M |
| 3. | Spalling to the underside of the beam with exposed steel reinforcement. | New | Capping Beam | 3B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M 0 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | Spalling concrete on the top of the pile exposing the steel reinforcement. A gap between the pile and retaining wall. Crack in the slab exposing the steel reinforcement in the top of the pile. | Pre-existing, condition is worse. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|---|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1 A | N/A | - |
| 2. | Void to the rear of the path at the base of the pitched stone. Cracking down the middle of the path and large gaps between slab and capping beam. | Pre-existing, condition is worse. | Concrete Slab | 3D | Break out and reinstate concrete (<2m ³). | M |
| 3. | Beam moving away from the slab, creating a large crack between the two. The beam is clearly tilting, about its minor axis, towards the river. Exposed steel reinforcement on the underside of the beam. | Pre-existing, condition is worse. | Capping Beam | 4E | Demolish beam, recast identical beam. Concrete (<0.5m ³) Steel (<80kg) | H . |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1 A | N/A | - |
| 5. | Spalling to the top of the pile causing large losses in section and exposing steel reinforcement bars. | Pre-existing, condition is the same. | Reinforced Concrete Pile | 4D | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | Н |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|---|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1 A | N/A | - |
| 2. | Cracking in the slab to the rear near the base of the pitched stone. | Pre-existing, condition is worse. | Concrete Slab | 3C | Break out and reinstate concrete (<1m ³). | M |
| 3. | Spalling and exposed steel reinforcement to the underside of the beam at the pile support. | New | Capping Beam | 3B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M - |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1 A | N/A | - |
| 5. | Spalling to the top of the pile causing large losses in section and exposing steel reinforcement bars. | Pre-existing, condition is the same. | Reinforced Concrete Pile | 4D | Replace steel reinforcement (<5kg) and reinstate concrete (<0.2m ³). | Н |



5.2.10 Chainage 90-99

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|--|-----------------------------|-----------------|--|--------------------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Cracking at the surface of the slab. | Pre-existing, condition is worse. | Concrete Slab | 3C | Break out and reinstate concrete (<1m ³). | M |
| 3. | Significant section loss to the top of the beam. With exposed, rusted and deformed steel reinforcement. | Pre-existing, condition is worse. | Capping Beam | 4C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.2m ³). | н Та <u>о</u> ф |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - 6 |
| 5. | Concrete on top of pile failed, cover missing, exposing steel reinforcement, including shear links. | Pre-existing, condition is the same. | Reinforced Concrete Pile | 4C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | Н |



5.2.11 Chainage 100-109

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority | _ |
|----|--|--|-----------------------------|-----------------|--|----------|--------|
| 1. | Loose stones with missing mortar. | New | Stone Embankment | 3B | Relay and repoint stones. (<0.25m ² area) | M | |
| 2. | Cracking along the rear of the path, at the base of the pitch stone. | New | Concrete Slab | 3C | Break out and reinstate concrete (<1m ³). | M | |
| 3. | Condition ok. | N/A | Capping Beam | 1A | N/A | - | Page |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - | je 162 |
| 5. | Spalling to the top of the pile with exposed steel reinforcement. | Pre-existing, condition is the same. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M | |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|-----------------------------------|-----------------------------|-----------------|---|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Cracking on the slab along the joint with the capping beam. | Pre-existing, condition is worse. | Concrete Slab | 3B | Break out and reinstate concrete (<1m ³). | М |
| 3. | Condition ok. | N/A | Capping Beam | 1A | N/A | 0 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | |
| 5. | Condition ok. | N/A | Reinforced Concrete Pile | 1A | N/A | - |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|---|-----------------------------|-----------------|--|-------------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Cracking in the slab. | Pre-existing, condition is same. | Concrete Slab | 3B | Break out and reinstate concrete (<1m ³). | М |
| 3. | Beam condition ok. | N/A | Capping Beam | 1A | N/A | ر م م |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - 4 |
| 5. | Spalling at the top of the pile, loss of cover, exposing steel reinforcement bars and shear links. | Pre-existing, condition is worse. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |



5.2.14 Chainage 130-139

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|--|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. Concrete pavers at the top of the steps are displaced. | N/A | Stone Embankment | 3B | Relay the top pavers | - |
| 2. | Cracking and steps in the slab. | Pre-existing, condition is the same. | Concrete Slab | 3C | Break out and reinstate concrete (<1m ³). | М |
| 3. | Step in the capping beam, between two beams. Large area of concrete cover broken off, exposing steel reinforcement. | _ | Capping Beam | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | Spalling and exposed steel reinforcement at the top of the pile. | Pre-existing, condition is the same. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | М |



5.2.15 Chainage 140-149

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|--------------------------------------|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Cracking in the slab with large areas of loose concrete. | Pre-existing, condition is worse. | Concrete Slab | 3D | Break out and reinstate concrete (<1 m ³). | М |
| 3. | Drop in the level of the beam. Beam clearly tilted, about its minor axis, towards the river. | Pre-existing, condition is the same. | Capping Beam | 3D | Demolish beam, recast identical beam. Concrete (<0.5m ³) Steel (<80kg) | M |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | Spalling and exposed steel reinforcement to the top of the pile. | Pre-existing, condition is worse. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | М |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|--------------------------------------|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Large cracks in slab. Gap forming at the base of the pitched stone embankment and at the joint to the capping beam. | - | Concrete Slab | 3D | Break out and reinstate concrete (<2m ³). | M |
| 3. | Condition ok. | N/A | Capping Beam | 1A | N/A | |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | |
| 5. | Spalling and exposed steel reinforcement to the top of the pile. | Pre-existing, condition is the same. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |



5.2.17 Chainage 160-169

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|---|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Cracking along the joint to the capping beam. | Pre-existing, condition is the same. | Concrete Slab | 2B | Break out and reinstate concrete (<1 m ³). | L |
| 3. | Collapse of beam at pile support, only held together by deformed and exposed steel reinforcement at 164.2m. Beam now freely supported at one end, forming a cantilever. | condition is | Capping Beam | 5E | Demolish beam, recast identical beam. Concrete (<0.5m ³) Steel (<80kg) | Н |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | Exposed steel reinforcement and spalling at point of capping beam collapse. | Pre-existing, condition is worse. | Reinforced Concrete Pile | 3В | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |





5.2.19 Chainage 180-189

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|--------------------------------------|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Slab condition ok. | N/A | Concrete Slab | | N/A | - |
| 3. | Cracking at the top of the beam with missing concrete and exposed steel reinforcement. | Pre-existing, condition is the same. | Capping Beam | 4B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | Piles in ok condition. | N/A | Reinforced Concrete Pile | 1A | N/A | - |



5.2.20 Chainage 190-199

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|---|---|-----------------------------|-----------------|--|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - |
| 2. | Cracking in the slab. | Pre-existing, condition is the same. | Concrete Slab | 3C | Break out and reinstate concrete (<1m ³). | M |
| 3. | Area of concrete missing from beam with exposed steel reinforcement. | Pre-existing, condition is the same. | Capping Beam | 3B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |
| 5. | Spalling and exposed steel reinforcement to the top of the pile. | Pre-existing, condition is worse. | Reinforced Concrete Pile | 3C | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | М |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority | _ |
|----|---|------------------------------|-----------------------------|-----------------|--|----------|---------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - | |
| 2. | Condition of slab ok. | N/A | Concrete Slab | 1A | N/A | - | _ |
| 3. | Condition of the beam is ok. | N/A | Capping Beam | 1A | N/A | - | τ |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - | age 1/2 |
| 5. | Spalling and exposed steel reinforcement to the top of the pile. Large gap between the last pile and capping beam. After 205.1m the construction changes and the piles are no longer visible. | condition is | Reinforced Concrete Pile | 3D | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | М | |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority | _ |
|----|---|--------------------------------------|---------------------|-----------------|--|----------|--------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - | _ |
| 2. | Cracking along the rear of the slab at the base of the pitched stone. | Pre-existing, condition is the same. | Concrete Slab | 3B | Break out and reinstate concrete (<1m ³). | M | |
| 3. | Cracking in the capping beam. | Pre-existing, condition is same. | Capping Beam | 3B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M | Page 1 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - | 73 |



5.2.23 Chainage 220-229

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority | _ |
|----|---|--------------------------------------|---------------------|-----------------|--|----------|----------|
| 1. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - | |
| 2. | Cracking along the rear of the slab at the base of the pitched stone. | Pre-existing, condition is the same. | Concrete Slab | 3B | Break out and reinstate concrete (<1m ³). | М | |
| 3. | Crack and step down in the beam. | Pre-existing, condition is same. | Capping Beam | 3B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | М | Page 1/4 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - | - |
| 5. | The pitched stone embankment is in good condition with no observable defects. | N/A | Stone Embankment | 1A | N/A | - | - |



| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|--------------------------------------|---------------------|-----------------|--|----------|
| 1. | Loose stones with missing mortar. | N/A | Stone Embankment | 3B | Relay and repoint stones. | M |
| 2. | Cracks in the slab. | Pre-existing, condition is the same. | Concrete Slab | 3C | Break out and reinstate concrete (<1m ³). | М |
| 3. | Crack in the beam. | Pre-existing, condition is same. | Capping Beam | 3B | Replace steel reinforcement (<5kg) and reinstate concrete (<0.1m ³). | M |
| 4. | Crack running down the retaining wall, in line with the crack in the beam. | New | Retaining Wall | 3C | Replace any eroded steel reinforcement (<10kg) and reinstate concrete (<0.5m ³). | М |



5.2.25 Chainage 240-249

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority | _ |
|----|--|---|---------------------|-----------------|---|----------|--------|
| 1. | Loose stones with missing mortar. | Pre-existing, condition is the same. | Stone Embankment | 3E | Relay and repoint stones. | М | |
| 2. | Step in the slab with cracking. Rotting timber service cover. Open chamber in slab with missing steel floor plate. | Pre-existing, condition is worse. | Concrete Slab | 3D | Break out and reinstate concrete (<1m ³). | M | - |
| | · | | | | Replace the service covers. | | Page |
| 3. | Beam condition is ok only minor spalling on top. | Pre-existing, condition is same. | Capping Beam | 2В | Reinstate concrete (<0.1m ³). | L | je 1/6 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - | |



5.2.26 Chainage 250-259

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|--|---------------------|-----------------|---|----------|
| 1. | Loose stones with missing mortar. Service valve protruding from slope. | Pre-existing, condition is the same. | Stone Embankment | 3E | Relay and repoint stones. | M |
| 2. | Cracking in the slab around a manhole. | Pre-existing, condition is the same. | Concrete Slab | 3D | Break out and reinstate concrete (<1m ³). | М |
| 3. | Condition of beam ok. | N/A | Capping Beam | 1A | N/A | Page 1 |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | |



5.2.27 Chainage 260-265.5

| | Description | New / Pre-Existing Defect | Item | Severity/Extent | Recommendation | Priority |
|----|--|--|---------------------|-----------------|---|----------|
| 1. | Loose stones with missing mortar. | Pre-existing, condition is the same. | Stone Embankment | 3E | Relay and repoint stones. | M |
| 2. | Minor cracking on the slab surface. | Pre-existing, condition is the same. | Concrete Slab | 2В | Break out and reinstate concrete (<1m ³). | L Q |
| 3. | Condition of beam ok. | N/A | Capping Beam | 1 A | N/A | X |
| 4. | The retaining wall is in good condition above the water level. | N/A | Retaining Wall | 1A | N/A | - |



6.0 DISCUSSION

6.1 Summary of Defects

- 6.1.1 Section 5.0 provides a comprehensive assessment of the riverbank divided into chainage segments, detailing structural observations, defect conditions, recommended interventions, and the urgency to repair. The following paragraphs summarize each element individually.
- 6.1.2 The stone embankment is generally stable with minor issues like loose stones or missing mortar. These defects were identified in previous assessments and the condition has remained the same. Suggested maintenance involves repointing stones, generally with a medium priority.
- 6.1.3 On the concrete slab the most common defects are frequent cracking, gaps, and steps. The condition has worsened since the previous reports, with cracks and gaps clearly widening. As in previous inspections water pooling and slope issues occasionally arise, requiring re-levelling. Repairs include breaking out and reinstating concrete, with most repairs rated low or medium in priority. It should be noted however that pooling water can pose a particular hazard in freezing weather and if not addressed in the short term, signage should be provided to highlight this.
- 6.1.4 The capping beam is primarily affected by spalling and exposed reinforcement, particularly around supporting piles. Some beams exhibit significant defects, leading to high-priority recommendations, such as demolition and reconstruction in cases of severe tilting or failed sections. The severity and extent of defects has increased for the vast majority of capping beams.
- 6.1.5 Observed defects on the reinforced concrete piles include spalling and exposed steel reinforcement at the top of the piles. The condition of the piles could only be assessed above water level. Overall, the piles' condition has remained relatively the same, with a few new cases of spalling that exposes steel. Recommended repairs involve reinstating concrete and replacing reinforcement steel, typically at medium priority.
- 6.1.6 The retaining wall is generally in sound condition above water level, with no major repair needs observed. Based on the results of the previous condition assessments, the condition of the retaining wall has not changed. Below water level, soft spots in the riverbed were noticed. At these soft spots, the underside of the retaining wall was easily reached by scraping away a thin layer of silt. This could be due to scouring of the riverbed and should be investigated further.



6.2 Impact of Defects

- 6.2.1 In the short term, the current condition of the riverbank will probably not change if left unrepaired. The current condition negatively impacts the health and safety of pedestrians, especially regarding the cracked concrete path and tilted capping beams. These defects are widespread along the riverbank and crucially they form trip and slip hazards, especially in winter. The failed capping beam could collapse if loaded over the short term, reducing the width of the pathway and causing instability of the construction behind.
- 6.2.2 In the medium term, the condition of the riverbank is likely to deteriorate further if left unrepaired. The defects currently present, on the concrete capping beam and slab especially, will extend further along the riverbank and become more severe. The pathway will become less accessible with more risk to the safety of pedestrians. There is also an increased risk that floods will wash away the fill material beneath the pathway way through the gaps in the slab. This could potentially undermine the slab and lead to deterioration of the stone pitched embankment.
- 6.2.3 In the long term, the observed defects will expand and ultimately lead to the failure of numerous elements along the riverbank. The capping beams and slab will fail first, subsequently leading to an accelerated deterioration of the retaining wall, piles and pitched stone embankment. The structure as a whole depends on the earth fill underneath the slab to be maintained. Overtime floods will wash the infill away if the pathway is not maintained.
- 6.2.4 The typical design life of a concrete river embankment in a high flood-risk area is generally 50 to 100 years. The life expectancy depends heavily on construction quality and effective maintenance. The existing structure is estimated to be approximately 100 years old according to the previous condition assessment carried out by WSP. To add to this, the construction quality is standard; it appears no effort has been made to reach a higher design life. Additionally, there are minimal signs that the structure has been properly maintained in the recent past. Based on these observations, and the clear signs of deterioration, the existing structure has probably exceeded its initial design life.
- 6.2.5 In the event of ultimate failure of the structure, the riverbank will no longer be protected from flood events or scouring from the river. The stability of the riverbank will rely on the soil stability alone. The current soil conditions are unknown; however, existence of the current structure suggests the soil is insufficient to resist failure due to the river. Therefore, if the structure fails, anything above the pitched stone embankment could be undermined and damaged by the effects of the river. This would include the proposed pathway scheme.
- 6.2.6 The proposed pathway scheme would have little impact on the existing structure during its operational phase. Currently, above the riverbank structure there already exists a pathway, therefore the loading conditions during the new scheme's operation phase would not change. However, during the construction phase of the new scheme, plant and equipment operated near the riverbank may overload the structure in its current condition.



7.0 FURTHER INVESTIGATIONS

7.1 Concrete Slab Core Drilling

7.1.1 The concrete slab appears to have been designed as a ground bearing slab, however, through gaps in the slab it was observed that there are voids in the material underneath. Voids underneath the slab induces additional stress in the slab, due to the slab being required to span over the voids. The additional stress will lead to more cracks forming and therefore should be addressed in order to maintain the slab. Core drilling at multiple locations along the length of the slab would provide information on the extent of these voids and the material underneath the slab.

7.2 Scour Investigation

7.2.1 The loose riverbed that can easily be scraped away to reveal the underside of the retaining wall could be due to scouring. The extent of this should be investigated further to determine whether the scouring of the riverbed could undermine the retaining wall. This would require professional divers to carry out a survey on the base of the retaining wall.



8.0 REMEDIAL ACTIONS

8.1 Aims of Remedial Action

8.1.1 The City of York Council has commissioned Mason Clark Associates to explore the remedial actions required for two scenarios. Firstly, to repair the riverbank so that the embankment is safe to use as it stands and in preparation for the riverside path scheme construction. Secondly, the remedial actions required to optimise the lifespan of the proposed riverside path scheme.

8.2 Remedial Option 1

- 8.2.1 Remedial option 1 will focus on the actions required to make the embankment safe as it stands and in preparation for the riverside path scheme construction. This option will focus on targeting the most severely damaged elements and make patch repairs along the riverbank to resolve minor defects.
- 8.2.2 The riverbank will be repaired so that all the highlighted defects are removed. The defects and recommended repairs are identified in section 5. This remedial option will include the following actions:

8.2.2.1 Pitched Stone Embankment:

- Remove vegetation.
- Relay any loose stone and repoint mortar.

8.2.2.2 **Slab:**

- Break out areas of concrete with defects and reinstate with new cast in situ

8.2.2.3 **Capping Beam:**

- Break out area of concrete with defects.
- Clean or replace the existing steel reinforcement.
- Reinstate concrete.
- Demolish and replace beam like for like in areas of collapse/ severe deterioration.

8.2.2.4 **Piles:**

- Break out areas of concrete with defects.
- Clean or replace the existing steel reinforcement.
- Reinstate concrete.



8.3 Remedial Option 2

- 8.3.1 Remedial option 2 will focus on the remedial actions required to optimise the lifespan of the proposed riverside path scheme. This option will focus on replacing the structural elements that are most critical to the stability of the river embankment and protecting it from future degradation.
- 8.3.2 As discussed in section 6, the long-term expectation of the existing river embankment is that its condition worsens and eventually leads to widespread failure. To prevent this impacting the proposed river pathway scheme, remedial option 2 proposes constructing a new steel sheet pile retaining wall and reconstructing the lower concrete pathway. Remedial option 2 will give the river embankment a design life expectancy of 120 years.
- 8.3.3 The preferred construction method is to install the sheet piles in front of the existing structure, demolish the existing concrete elements, then construct a new concrete path between the sheet pile and pitched stone embankment. This, however, will mean the riverbank encroaches further into the river, and therefore requires approval by the Marine Management Organization (MMO) and Environmental Agency (EA).
- 8.3.4 If this was not approved, remedial option 2 could be constructed so that the new construction does not expand into the river. The existing structure would be demolished, then the sheet piles installed in the same position as the existing, and finally a new concrete path constructed. This method is more expensive because the concrete demolition is not protected by the new sheet pile retaining wall.
- 8.3.5 In summary, the following remedial actions should be considered:

8.3.5.1 **Pitched Stone Embankment**

- Remove vegetation.
- Relay any loose stone and repoint mortar.

8.3.5.2 Slab, Capping Beam, Piles, and Retaining Wall

- Demolish

8.3.5.3 **Steel Sheet Piles:**

 Construct a new sheet pile retaining wall in front of/ in line with the existing reinforced concrete embankment.

8.3.5.4 **New Concrete Path:**

- Construct a new concrete path in between the sheet piles and existing pitched stone embankment.



9.0 COSTING

9.1 Remedial Option 1

9.1.1 A high level estimate of the cost to repair the existing structure, as described in section 8.2, estimates a project total of:

Option 1 Project Total = £529,192 (including VAT)

9.1.2 Refer to appendix C for cost estimate breakdown.

9.2 Remedial Option 2

9.2.1 A high level estimate of the works to demolish the existing concrete structure and construct a new steel retaining wall, as described in section 8.3, predicts a total of:

Option 2 Project Total = £2,571,198 (including VAT)

9.2.2 Refer to appendix C for cost estimate breakdown.



10.0 CONCLUSIONS AND RECOMMENDATIONS

10.1 Conclusion

- 10.1.1 An inspection of the river embankment identified numerous defects along the structure. Most defects were found on the reinforced concrete capping beam, reinforced concrete piles and concrete slab. Common defects were concrete spalling and exposed steel reinforcement to the reinforced concrete elements, with one case of total loss of functionality in the beam. The slab has widespread cracking and voids. The concrete retaining wall and pitched stone embankment are generally in good condition.
- 10.1.2 Comparison to previous condition surveys shows that new defects have appeared, and most pre-existing defects have become more severe and extensive.
- 10.1.3 The current condition of the embankment has a negative impact on current use of the riverbank and is likely to have severe impacts in the future on any potential development, for example the proposed riverbank pathway.
- 10.1.4 Two remedial options are suggested. Remedial option 1, addressing the short-term impact of the condition, making the riverbank safe to use. Remedial option 2, addressing the long-term impact of the embankments condition, future proofing the riverbank.
- 10.1.5 Option 1 involves repairing all the identified defects. This is expected to cost £529,192.
- 10.1.6 Option 2 involves demolishing the concrete slab, capping beam and columns then constructing a new steel sheet pile retaining wall and concrete path. This option is expected to cost £2,571,198.

10.2 Recommendations

- 10.2.1 Investigate underneath the concrete slab. In areas there appeared to be voids underneath the slab. The result of this investigation may lead to the requirement of structural calculations to prove the slab is sufficient to span over voids and soft spots.
- 10.2.2 Investigate the level of the riverbed and the potential scouring at the base of the retaining walls.
- 10.2.3 Install monitoring equipment to measure the movement of the structure over time. This would aid in future condition assessments and inform maintenance.
- 10.2.4 Consider a vegetation management plan to help maintain the pitched stone embankment.



Page 186

11.0 LIMITATIONS

- 11.1 Sampling and testing of materials is beyond the scope of this report.
- We have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and we are therefore unable to report that any such part of the property is free from defect.
- 11.3 This report is applicable to the condition and state of the structure at the time of inspection. The structure may be subject to deterioration in the future and the opinions expressed in this report may need to be revised accordingly.
- 11.4 The report has been prepared for the client alone and no third party should rely on it. For the avoidance of doubt, the Contracts (Rights of Third Parties) Act 1999 shall not apply to this contract
- 11.5 The above recommendations do not constitute a full list of works to be carried out, but refer to the main areas of work associated with structural aspects of the structure, based on a visual inspection only and under the limitations of our inspection
- 11.6 All construction works are covered by the requirements of the CDM regulations. Owners/Clients have legal responsibilities to engage persons and companies with appropriate level of skills knowledge and experience to ensure that the requirements of the CDM regulations are met. The works required will be covered by the CDM regulations 2015 and you should understand your obligations and act accordingly.
- 11.7 Unless specifically mentioned no comment is made in the report as to the presence of new or old mine workings or tunnelling, heavy metals, chemical, biological, electromagnetic or radioactive contamination or pollution, or radon methane or other gases, underground services or structures, springs and water courses, sink holes or the like, noise or vibratory pollution, mould, asbestos and asbestos products.



APPENDIX A

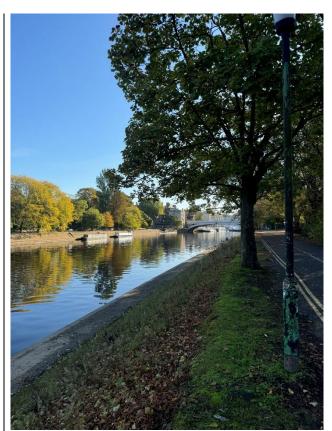


Photo of the river embankment from the Scarborough Rail Bridge looking eastwards towards York city centre.



Capping beam at the furthest point along the riverbank, approximately 270m upstream from the Scarborough Rail Bridge.





03 Looking downstream towards the Scarborough Rail Bridge.



Gap between the capping beam and pile. The capping beam not bearing onto the pile. Steel reinforcement exposed on the top of the pile.



Page 190



Cracking at the top of the pile and side of the capping beam. Retaining wall is ok.

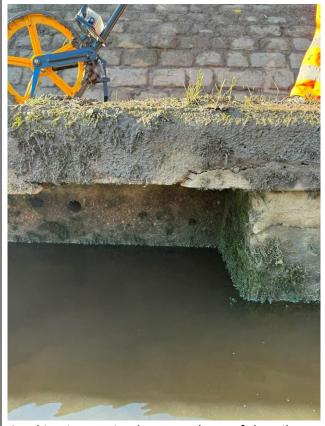


Cracking in the capping beam. Retaining wall okay.





Photo of capping beam in ok condition.



Cracking in capping beam and top of the pile.



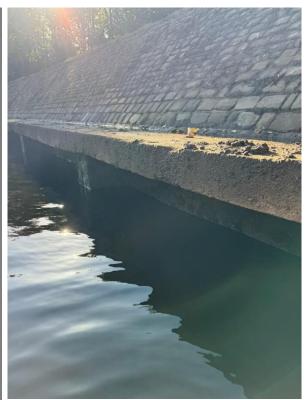


Photo of capping beam in ok condition.

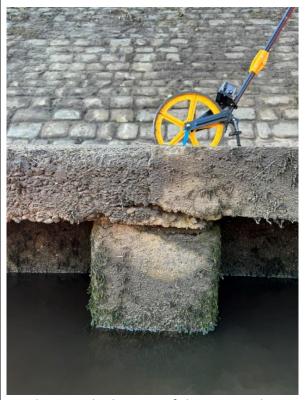


Photo of capping beam in ok condition. Cracks in the top of the pile.





Photo of capping beam in ok condition.



12 Cracking on the bottom of the capping beam.



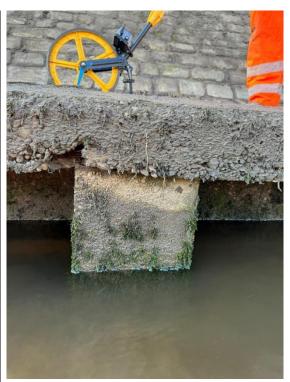


Photo of concrete spalling on the bottom of the capping beam.



Spalled concrete under the capping beam with exposed and corroded steel reinforcement.



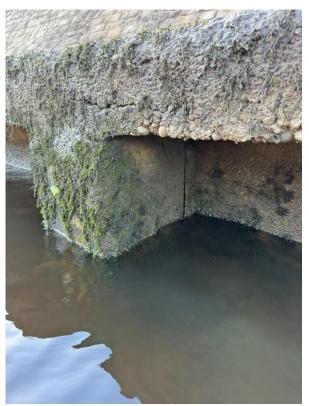


Spalled concrete under the capping beam with exposed and corroded steel reinforcement.



Aggregate visible at the surface of the capping beam. Crack at the back of the pile.



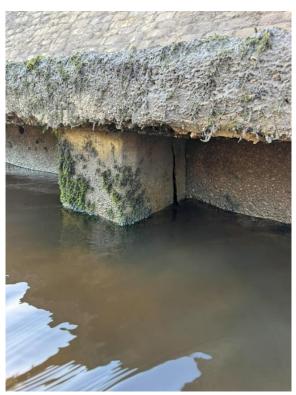


Aggregate visible at the surface of the capping beam. Crack at the back of the pile.



Aggregate visible at the surface of the capping beam. Gap between the retainig wall and pile.





Aggregate visible at the surface of the capping beam. Crack at the back of the pile.



Aggregate visible at the surface of the capping beam. Spalling at the back of the pile with exposed and corroded steel reinforcement.





Spalling at the back of the pile with exposed and corroded steel reinforcement.



Spalling at the back of the pile and underside of the capping beam.





Concrete spalling and exposed corroded steel reinforcement on the capping beam. Cracking to the rear of the pile.



Cracking in the side of the capping beam. Concrete spalling at the top of the pile with exposed corroded steel reinforcement.





25 Close up of concrete spalling at the top of the pile with exposed corroded steel reinforcement.



Close up of concrete spalling at the top of the pile with exposed corroded steel reinforcement.



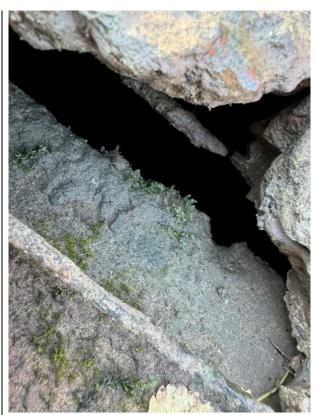


27 Steel anchor threaded through concrete pile.



Severe cracking in the capping beam, with concret spalling. Exposed, deformed and corroded steel reinforcement.





Top of retaining wall is visible through the capping beam. There is a void behind the retaining wall.

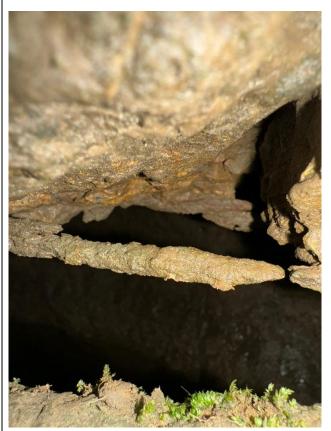


Severe cracking in the capping beam, with concret spalling. Exposed, deformed and corroded steel reinforcement.



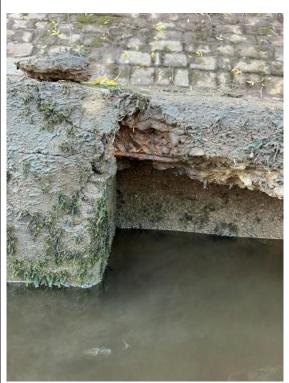


Top of retaining wall is visible through the capping beam. There is a void behind the retaining wall.



Top of retaining wall is visible through the capping beam. There is a void behind the retaining wall.





Concrete spalling and exposed corroded steel reinforcement in the capping beam. Surface cracks on the pile.



Concrete spalling and exposed corroded steel reinforcement in the capping beam. Surface cracks on the pile.





Spalling on on the top of the concrete pile, exposed steel reinfocement.



Cracking at the top of the pile. Spalling on on the top of the concrete pile, exposed steel reinfocement.





Cracking at the top of the pile. Spalling on on the top of the concrete pile, exposed steel reinfocement.



Cracking at the top of the pile. Spalling on on the top of the concrete pile, exposed steel reinfocement.



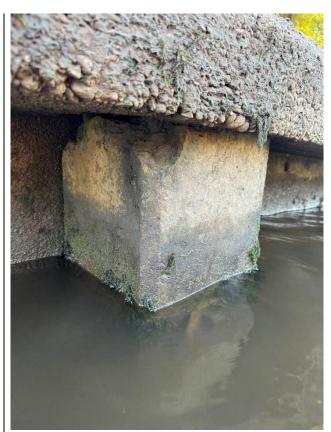


Cracking at the top of the pile. Spalling on on the top of the concrete pile, exposed steel reinfocement.

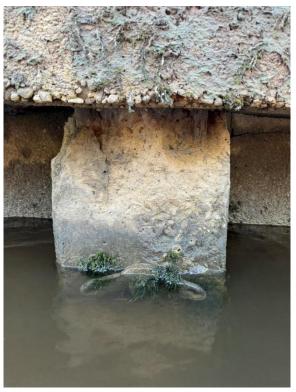


Spalling on on the top of the concrete pile, exposed steel reinfocement.



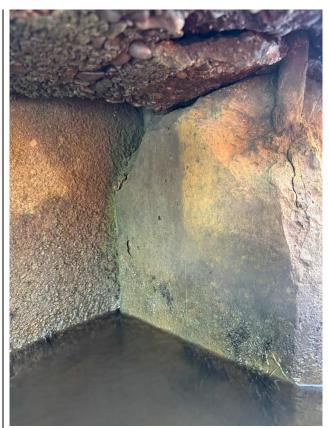


41 Spalling on on the top of the concrete pile, exposed steel reinfocement.



Spalling on on the top of the concrete pile, exposed steel reinfocement.



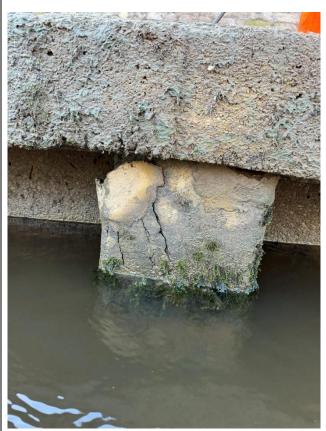


43 Spalling on on the top of the concrete pile, exposed steel reinfocement.



Concrete spalling on the side of the concrete capping beam and top of the pile. Spalling has exposed the steel reinforcement. The reinforcemet is corroded.





Cracking on the top of the pile, concrete is loose.



Spalling of concrete at the top of the pile.





Spalling of concrete to the underside of the capping beam. Corroded steel reinforcement is exposed.



Spalling of concrete at the top of the pile. Steel reinforcement bars are exposed.





Spalling of concrete at the top of the pile. Steel reinforcement bars are exposed.



Spalling of concrete at the top of the pile. Corroded steel reinforcement bars are exposed.





Spalling of concrete at the top of the pile. Corroded steel reinforcement bars are exposed.



Spalling of concrete at the top of the pile and underside of the capping beam. Corroded steel reinforcement bars are deformed and exposed.



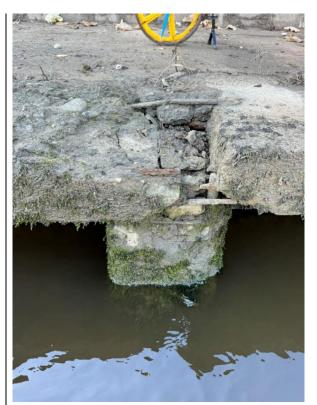


53 Spalling to top corner of the concrete pile, with exposed steel reinforcement.



Spalled and loose concrete on top of the capping beam and pile, with corroded and deformed steel exposed.





Spalled and loose concrete on top of the capping beam and pile, with corroded and deformed steel exposed.



Spalled concrete at the top of the pile, with corroded steel reinforcement exposed.



56



Spalled concrete on the side of the capping beam and top of the pile.
Corroded and deformed steel exposed.



Capping beam tilting towards the water.





Capping beam tilting towards the water.

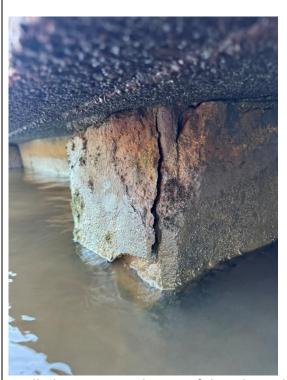


Crack between the concrete path and capping beam.





61 Capping beam and pile in ok condition.

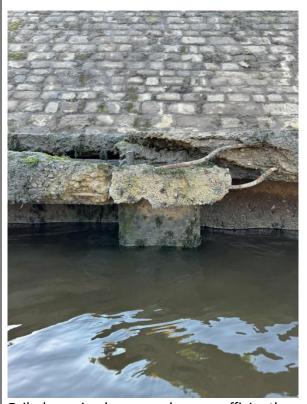


Spalled concrete at the top of the pile, with corroded steel reinforcement exposed.





63 Minor spalling to top corners of the pile.

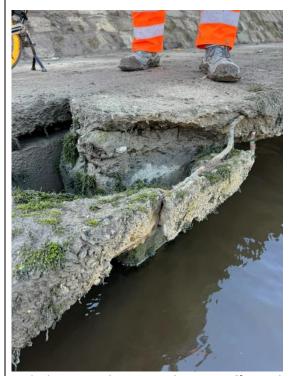


Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.





Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.



Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.





Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.



Gap between the concrete path and top of the retaining wall.





Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.

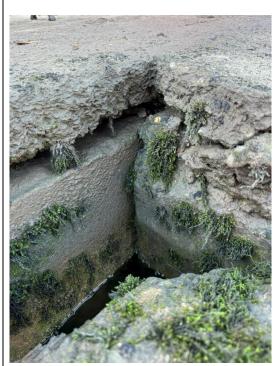


Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.





Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.



Failed capping beam, no longer sufficiently supported and breaking away from concrete path. Large cracking and deformed steel reinforcement exposed in the capping beam and pile.





73 Large gap between the top of the retaining wall and concrete path.



Deformed steel reinforcement in the capping beam at point of failure.





75 Capping beam in ok condition.



Large gap between the capping beam and concrete path. Exposed steel reinforcement.



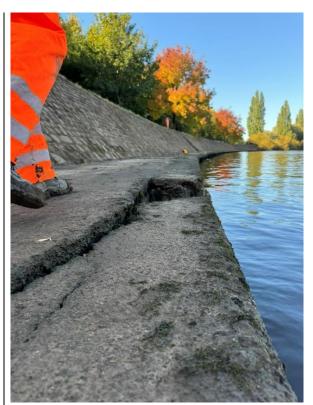


Large gap between the capping beam and concrete path. Exposed steel reinforcement.

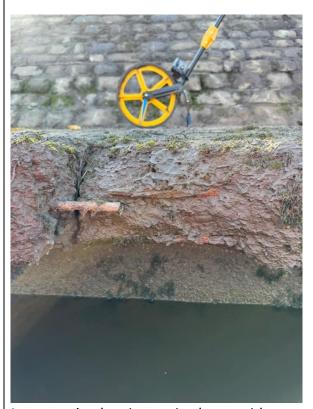


78 Top of the capping beam at point of failure.





Top of the capping beam at point of failure.

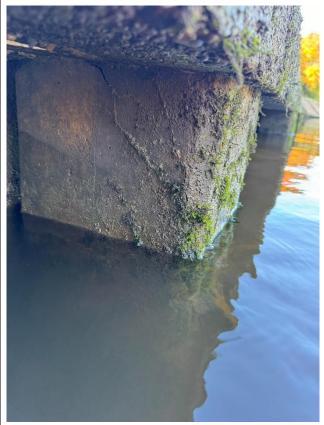


Large section loss in capping beam with exposed steel reinforcement.





Large section loss in capping beam with exposed steel reinforcement. Crack through the width of the capping beam.

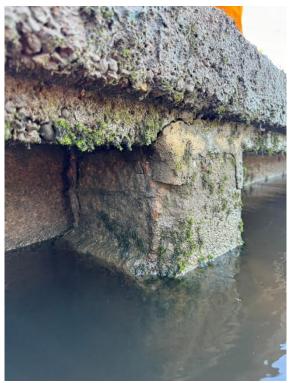


Surface cracking at the top of the pile.





83 Concrete spalled and exposed steel reinforcement at the top of the pile.

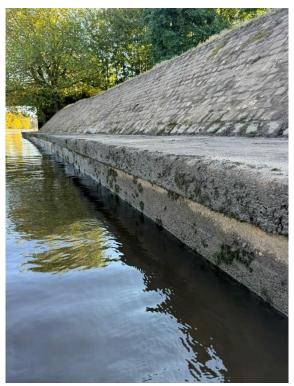


Concrete spalled and exposed steel reinforcement at the top of the pile.





Large gap between the top of the pile and capping beam. Aggregate visible at the surface of the capping beam. Start of the retaining wall to the left of the pile.



Change in construction, piles are replaced by concrete retaining wall. Looking downstream towards the Scarborough Rail Bridge.





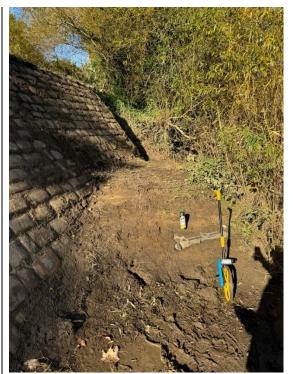
87 Concrete retaining wall in good condition.



Crack down the capping beam and down the retaining wall.



APPENDIX B



Overgrown vegetation and large build-up of earth at the base of the pitched stone, on top of the concrete path.

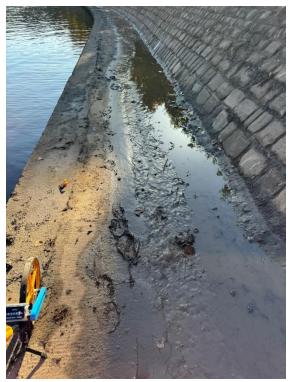


Top of reinforced concrete capping beam and concrete path.



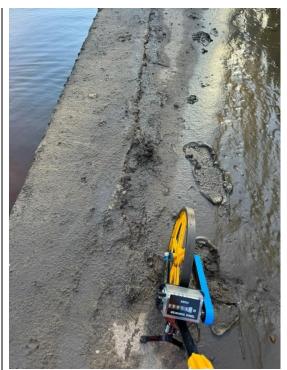


Build-up of silt on top of concrete path.

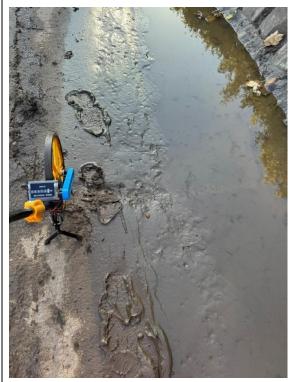


Build-up of silt on top of concrete path and pooling water.





Build-up of silt on top of concrete path.



Build-up of silt on top of concrete path and pooling water.



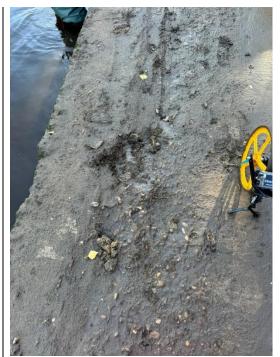


Crack between the concrete path and capping beam.



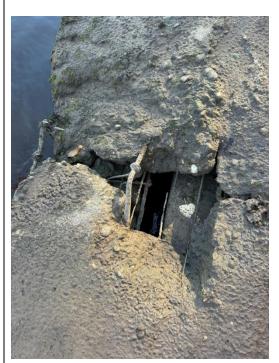
Loose aggregate on concret slab surface.





Loose aggregate on concret slab surface.

09



Loss of section on the capping beam, concrete spalled and broken away exposing deformed steel reinforcement. Can see through the capping beam to the top of the pile underneath.





Loss of section on the capping beam, concrete spalled and broken away exposing deformed steel reinforcement. Can see through the capping beam to the top of the pile underneath.

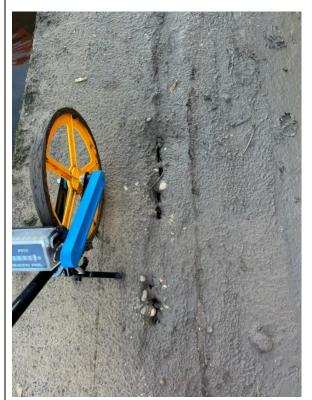


View from the concrete path looking eastwards, towards the Scarbourough Rail Bridge that is visible in the background. Silt build-up on path.



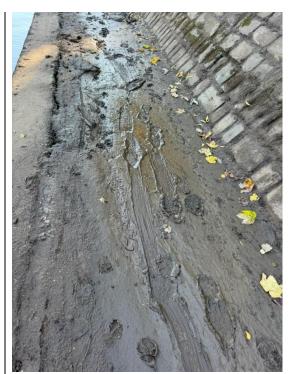


View from the concrete path looking westwards, away from the Scarbourough Rail Bridge. Silt build-up and water pooling on the path.



Crack between the concrete path and capping beam.





Silt build-up on the path. Crack between the concrete path and capping beam.



Concrete path covered in silt. The concret is broken up and easily displaced when aggetated by foot.





Concrete path covered in silt. The concret is broken up and easily displaced when aggetated by foot.



Concrete path in ok condition.



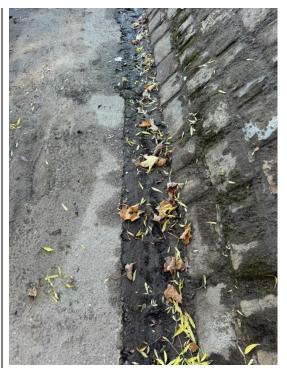


Void and broken up concrete slab at the base of the pitched stone. Areas of loose concrete at the surface.



Void and broken up concrete slab at the base of the pitched stone. Areas of loose concrete at the surface.





Void and broken up concrete slab at the base of the pitched stone. Areas of loose concrete at the surface.



Void and broken up concrete slab at the base of the pitched stone. Areas of loose concrete at the surface.



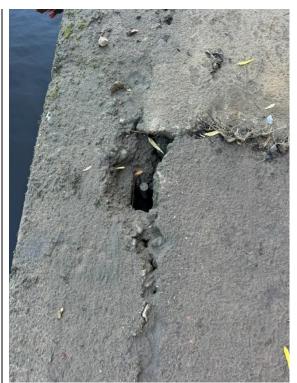


Small gap in joint between the concrete path and capping beam.



Cracks in the slab and various patches of slab construction.





Exposed pile steel reinforcement, protruding through gap in capping beam and concrete path.



Exposed pile steel reinforcement, protruding through gap in capping beam and concrete path.



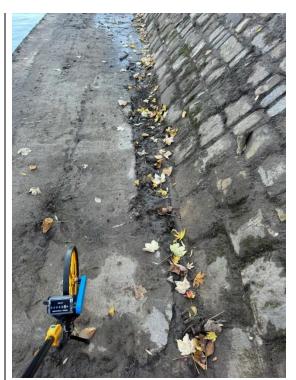


27 Cracks in the slab and various patches of slab construction.



Small gap in joint between the concrete path and capping beam.





Void and broken up concrete slab at the base of the pitched stone. Areas of loose concrete at the surface.



Void and broken up concrete slab at the base of the pitched stone. Areas of loose concrete at the surface.



29



Loose concrete aggregate on top of the capping beam.



Large crack between the capping beam and concrete path.





Large crack between the capping beam and concrete path.



Large crack between the capping beam and concrete path.





Large crack between the capping beam and concrete path.



Build up of silt on the concrete path.



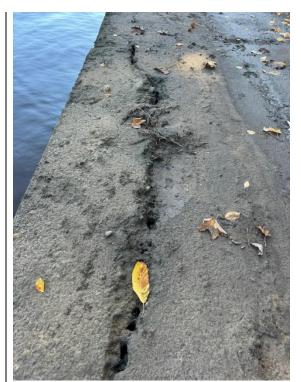


37 Large crack between the capping beam and concrete path.



Large crack between the capping beam and concrete path.





Large crack between the capping beam and concrete path.



Large crack between the capping beam and concrete path. The capping beam is tilting towards the river, braking away from the concrete path.





Large crack between the capping beam and concrete path. The capping beam is tilting towards the river, braking away from the concrete path.



Build up of silt on the concrete path.





Build up of silt on the concrete path.



Surface cracks on the concrete path.

44





Loss of section on the capping beam, concrete spalled and broken away exposing deformed steel reinforcement.



Loss of section on the capping beam, concrete spalled and broken away exposing deformed steel reinforcement.



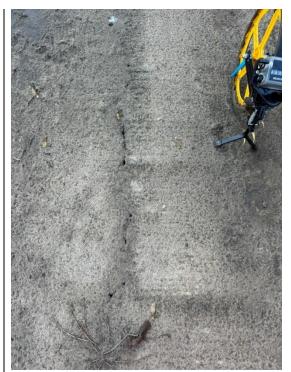


Gap forming between the concrete path and capping beam.

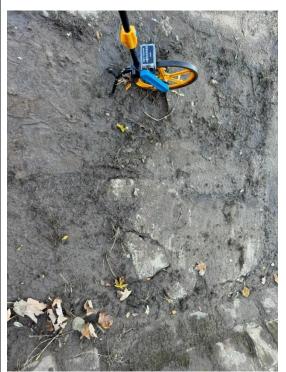


Gap forming between the concrete path and capping beam.





49 Gap forming between the concrete path and capping beam.



Wide spread cracking and loose areas of concrete at the surface of the concrete path. Build-up of silt and loose aggregate.





Void in concrete slab at the base of the pitched stone.



Top of concrete path and capping beam in ok condition.



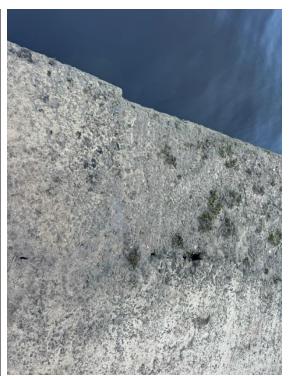


Gap between the concrete path and capping beam.

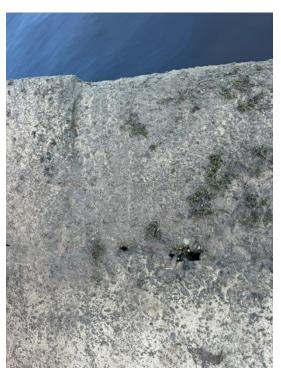


Gap between the concrete path and capping beam. Step in the path.





Crack forming between the concrete path and capping beam. Step in the capping beam.



Crack forming between the concrete path and capping beam. Step in the capping beam.





Void and broken up concrete slab at the base of the pitched stone. Areas of loose concrete at the surface.



Crack between the concrete path and capping beam. Broken up concrete slab at the base of the pitched stone retainig wall. Areas of loose concrete at the surface.



57



Build-up of silt on top of the concrete path.



Gap forming between the pitched stone and concrete path.





Build-up of silt on top of the concrete path. Large crack in the slab propagating from the capping beam to the bottom of the pitched stone.



Build-up of silt on top of the concrete path. Large crack in the slab propagating from the capping beam to the bottom of the pitched stone.





63 Crack between the capping beam and concrete path.



Crack between the capping beam and concrete path.





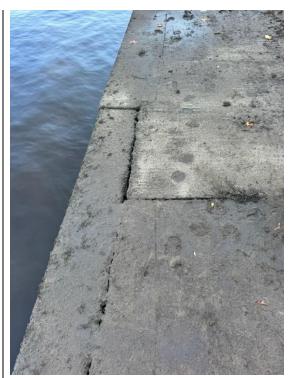
Crack between the capping beam and concrete path. The capping beam is moving away from the concrete path.



Failed capping beam, no longer sufficiently supported and breaking away from the concrete path. Large cracking, exposed and deformed steel reinforcement in capping beam.



65



Gap between the concrete slab and capping beams. Gap between two slabs. The construction changes at this point from piles to a retaining wall.

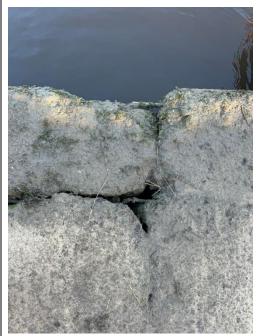


Gap between the concrete slab and capping beams. Gap between two slabs.





Failed capping beam, no longer sufficiently supported and breaking away from the concrete path. Large cracking, exposed and deformed steel reinforcement in capping beam.

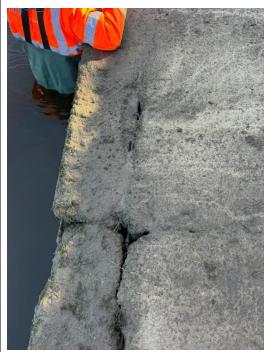


Cracking between two capping beams with exposed steel reinforcement over the pile support. Gap between the capping beam and concrete path formed.





Cracking between two capping beams with exposed steel reinforcement over the pile support. Gap between the capping beam and concrete path formed.



Cracking between two capping beams with exposed steel reinforcement over the pile support. Gap between the capping beam and concrete path formed.



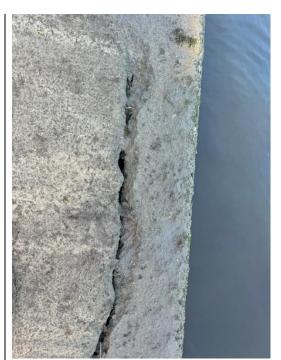


Cracking between two capping beams with exposed steel reinforcement over the pile support. Large gap between the capping beam and concrete path formed, can see the top of the retaining wall.



Cracking between two capping beams with exposed steel reinforcement over the pile support. Large gap between the capping beam and concrete path formed, can see the top of the retaining wall.





75 Large crack between the capping beam and concrete path.



Cracking and loose concrete on the side of the capping beam above the pile.





77 Small crack forming on the concrete path.



Spalled concrete with exposed corroded steel reinforcement on the capping beam.



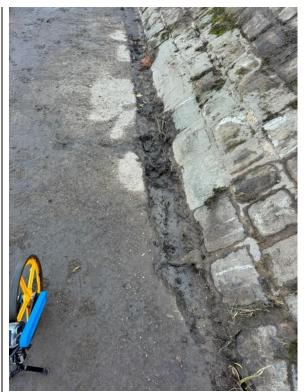


79 Crack in the concrete capping beam.

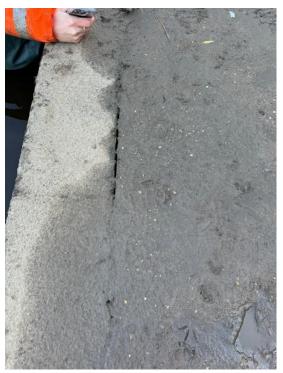


Top of the concrete path in ok condition.





Gap forming between the pitched stone and concrete path.



Gap between the concrete path and capping beam.



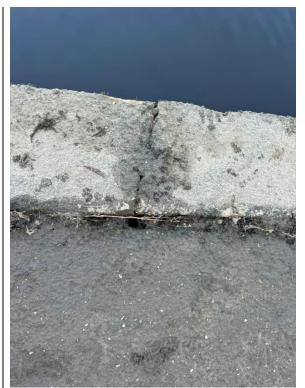


83 Step in the capping beam.



Top of the concrete path coverd in silt.





85 Crack in the top of the capping beam.



Crack in the concrete path, propogating from the capping beam to the pitched stone.



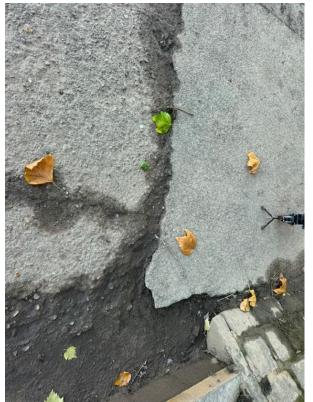


87 Timber service cover in poor condition, timber is rotting.



Timber service cover in poor condition, timber is rotting.



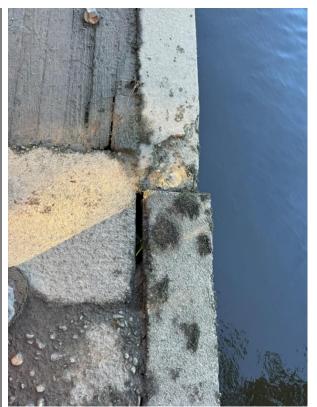


Step in the concrete path, corner is a trip hazard.



Step in the concrete path, corner is a trip hazard.





91 Gap between the capping beam and concrete path.



Service void with no hatch/cover.





93 Cracking in the concrete path around manhole.

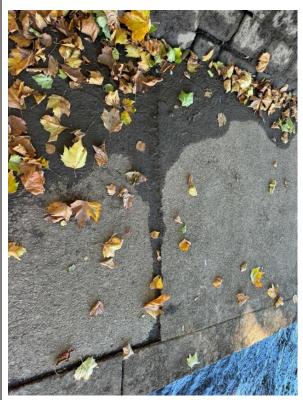


Gap between the concrete path and capping beam. End of the path, Scarborough Rail Bridge masonry visible.





Minor spalling on the surface of the concrete path.



Top of concrete path.





97 Service void with no cover.



Rotting timber service cover.





Missing mortor between stones on the pitched stone embankment.



Missing mortor between stones on the pitched stone embankment.



99



101 Missing mortor between stones on the pitched stone embankment.



Missing mortor between stones on the pitched stone embankment around a service valve.





103 Missing mortor between stones on the pitched stone embankment.



Missing mortor between stones on the pitched stone embankment.





Missing mortor between stones on the pitched stone embankment.



Missing mortor between stones on the pitched stone embankment.





Paved steps in good condition.



Top of embankment.





Top of embankment.



Top of embankment.





Top of embankment steps.



Top of embankment.





Top of embankment.



Manhole on top of embankment.





Top of embankment steps. The top steps are out of place.



Top of embankment.





Top of embankment.

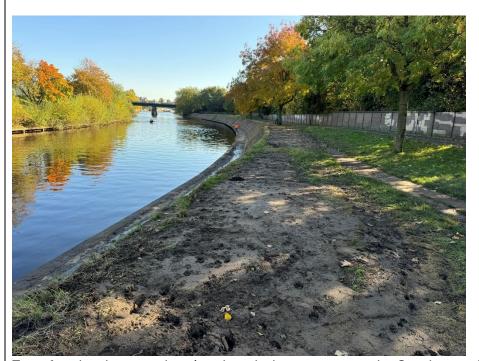


Top of embankment.





Top of embankment.

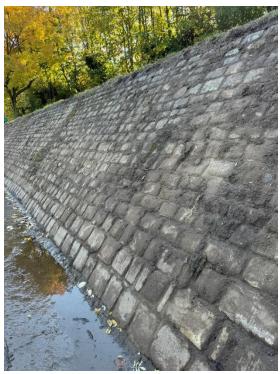


Top of embankment, showing the whole structure to the Scarborough Rail Bridge.



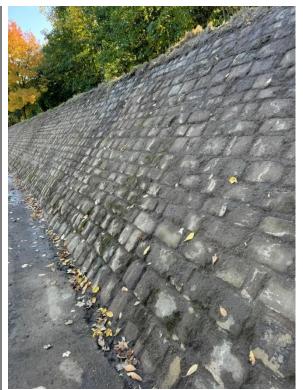


Close up of pitched stone, stone and mortar ok.



Pitched stone and mortar ok.





123 Pitched stone and mortar ok.



Some loose mortar on pitched stone embankment.





125 Embankment steps, top step needs relaying.



Embankment steps, top step needs relaying.





Top of embankment steps.



Missing mortar on pitched stone embankment.





129 Missing mortar on pitched stone embankment.

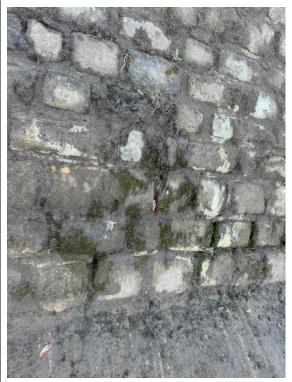


Pitched stone embankment ok.





Missing mortar on pitched stone embankment.



Missing mortar on pitched stone embankment.





Missing mortar on pitched stone embankment.



Missing mortar on pitched stone embankment.





Large steel plate cover on top of embankment.



Large steel plate cover on top of embankment.





Large steel plate cover on top of embankment.



APPENDIX C





River Ouse Riverbank
Cost Estimate

Commissioned by City of York Council



22594-H-SH-001-R0-High Level Budget Estimate.xlsx 19/11/2024

| | City of York Council Page 304 River Ouse Riverbank Cost Estimate | | |
|-----|---|--|--|
| I | INTRODUCTION Mason Clark Associates were commissioned by City of York Council to provide an estimate for the Options of (1)repair at a 270m length of revetment (2) replacement of 270 m of piled wall | | |
| II | This estimate is a High Level Budget | | |
| III | BASIS OF ESTIMATE Option 1 Option 2 | | |
| IV | INFORMATION USED 22594-H-RP-001-R0-River Ouse Riverbank Survey | | |
| V | ESTIMATE BASE DATE This estimate has been priced in 4Q2024 and an allowance for tender inflation to 4Q2025 has been included | | |
| VI | EXCLUSIONS Cost inflation past 4Q25 | | |
| VII | ASSUMPTIONS assume mud and silt deposited from river can be washed back into the river | | |
| | Option 1 is patch repairs using epoxy mortar Option 1 assume minimal grouting | | |
| | The proximity of the East Coast Mainline on the Northern elevation precludes the craneage from bankside and therefore it is assumed working from a barge | | |
| | | | |
| | | | |
| | | | |

| | City of York Council Page 30 | 5 | | | |
|---|---|----------|-------------------|------------------|----------|
| | River Ouse Riverbank | | | | |
| | Cost Estimate | | | | |
| | SUMMARY OPTION 1 | | | | |
| 1 | Revetment repairs | 270 | m | £925 | £249,750 |
| 2 | Risk Allowance / Optimism Bias | 44 | % | £249,750 | £109,890 |
| 3 | Allowance for Tender Inflation - 4Q24 to 4Q25 | 3 | % | £359,640 | £10,789 |
| | TOTAL: BUILDING WORK | S ESTIMA | TE (exclu | ding Fees & VAT) | £370,429 |
| 4 | Project and Design Teams Fees | 15 | % | £370,429 | £55,564 |
| 5 | Site Investigation, Permits and Approvals | 1 | item | £15,000 | £15,000 |
| | PROJECT ESTIMATE (excluding VAT) | 270 | m ² | £1,633 | £440,994 |
| 6 | VAT | 20 | % | £440,994 | £88,199 |
| | | | | | |
| | | | ı OPTION 1 | PROJECT TOTAL | £529,192 |
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| | City of York Council Page 306 | | | | |
|---|---|----------|------------------|------------------|------------|
| | River Ouse Riverbank Cost Estimate | | | | |
| | SUMMARY OPTION 2 | | | | |
| 1 | Project Works | 270 | m | £4,620 | £1,247,400 |
| 2 | Risk Allowance / Optimism Bias | 44 | % | £1,247,400 | £548,856 |
| 3 | Allowance for Tender Inflation - 4Q24 to 4Q25 | 3 | % | £1,796,256 | £53,888 |
| | TOTAL: BUILDING WORKS | S ESTIMA | TE (exclu | ding Fees & VAT) | £1,850,144 |
| 4 | Project and Design Teams Fees | 15 | % | £1,850,144 | £277,522 |
| | | | | | |
| 5 | Site Investigation, Permits and Approvals | 1 | item | £15,000 | £15,000 |
| | PROJECT ESTIMATE (excluding VAT) | 270 | m² | £7,936 | £2,142,665 |
| 6 | VAT | 20 | % | £2,142,665 | £428,533 |
| | | (| OPTION 2 | PROJECT TOTAL | £2,571,198 |
| | | | | | |
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Collaborating effectively across our offices in an open, inclusive and supportive culture.

Valuing our Clients and helping them to achieve their objectives.

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Delivering professional and technical expertise through our skilled and motivated teams.

Providing timely, cost effective and environmentally sustainable solutions.

Embracing change and innovation in our business practices and services.

Celebrating the Company's skills and successes through effective communication.

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HULL | LEEDS | YORK

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Notes

Drawing No: 22594-H-DR-001 Rev: P1

metres AOD unless noted otherwise. 5. All work shall be carried out in accordance with Local Authority, Statutory Authority and Health & Safety

6. Mason Clark Associates are not responsible for determining the appropriate fire period, fire boundary conditions or the associated design of fire protection of inherent fire resistance to any elements of structure, including all frames, posts, beams, joists, roof members and secondary structural elements such as lintels. Refer to the Architect or Project Manager for this information.

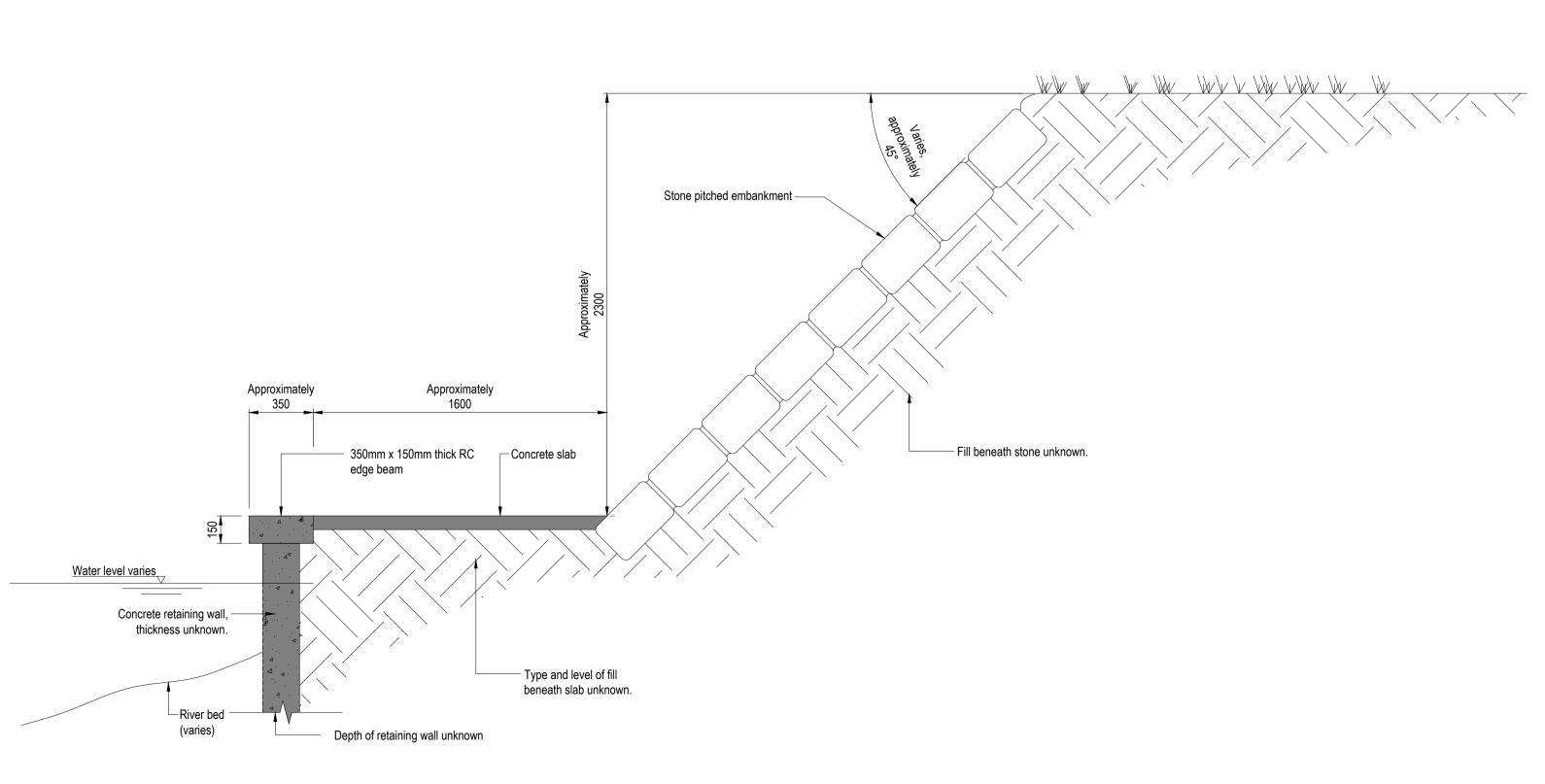


Regulations.

type of works detailed on this drawing, please note the following abnormal risks to Health & Safety.

HAZ-M1

Refer to Mason Clark Associates project specific Design Risk Assessment (DRA). **Construction Phase** HAZ-C1 HAZ-C2 **Maintenance Phase** HAZ-M2 **Demolition Phase** HAZ-D1 HAZ-D2 It is assumed that all works will be carried out by a competent contractor working where appropriate to an approved method



Stone pitched embankment —

Fill beneath stone unknown.

Approximately

1600

350mm x 150mm thick RC Concrete slab

Concrete retaining

Depth of piles and wall unknown

Section A-A

Wall Type 1
Scale 1:20

Type and level of fill

beneath slab unknown.

edge beam

Approximately 350

Water level varies

Reinforced

River bed (varies)

concrete pile

Section B-B Wall Type 2
Scale 1:20 Hull +44 (0) 1482 345797 Leeds +44 (0) 113 277 9542 York +44 (0) 1904 438005 www.masonclark.co.uk

masonclarkassociates civil and structural engineering consultants

City of York Council

River Ouse Riverbank Survey

Sections

Checked: AT Date: Nov 2024 Scale @ A1: As Shown

Drawing No: 22594-H-DR-002 Rev: P1

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Riverside Path Improvement Scheme Consultation Report

| Report date | December 2024 |
|-------------|---|
| Author | Shoaib Mahmood, Transport Project Manager |

Summary

- 1. The Riverside Path Improvement Scheme Consultation ran from 6th November 2024 to 1st December 2024.
- 2. Two in person engagement drop in events were held to provide the public further opportunity to view plans and discuss the Riverside Path Improvement Scheme with a member of the project team.
- 3. These were held at the following dates and locations:
 - a) Tuesday 12 November, 2.30 pm 7 pm at St Barnabus Church, Jubilee Terrace, Leeman Rd, York YO26 4YZ
 - **b)** Thursday 21 November 2.30 pm 7 pm at St Barnabus Church, Jubilee Terrace, Leeman Rd, York YO26 4YZ
- 4. The drop in events were well attended.
- 5. One number online engagement was held on Microsoft Teams.
 - a) Thursday 14 November 5.30 pm 6.30 pm Online event
- 6. The online event had low attendance. It was intended to accommodate individuals who might face challenges attending the in-person drop-in session due to time constraints or accessibility issues.
- 7. A survey was created to obtain feedback from the public, the survey was accessed from the following web link:
 - $\underline{https://ourbigconversation.york.gov.uk/business-intelligence/riverside-path-improvement-york}$
- 8. Paper copies of the survey were also printed and distributed at the following sites:
 - a) I am reuseable Food Bank, 45 Aldborough Way, York, YO26 4UX.
 - b) City of York Council, West Offices, Station Rise, York YO1 6GA
 - c) St Barnabus Church, Jubilee Terrace, Leeman Rd, York YO26 4YZ

Page 312

- 9. The purpose of the engagement was held to provide the public further opportunity to view plans and discuss the Riverside Path Improvement Scheme with a member of the project team.
- 10. The purpose of the survey was to capture the feedback to present in this report and to steer the detailed design stage.
- 11. The survey received 624 online responses and 12 paper copies, totalling 636.
- 12. Three emails were received via the dedicated mail box.
- 13. It is important to note that the free-text responses have been categorised into key themes. This process involved a degree of subjectivity, as the free-text entries often contained multiple points, making it challenging to isolate a single key theme.

Email - Summary of feedback received from York Disability Rights Forum Access Group

- 14. General Observations:
 - a) Appreciation for some prior feedback being incorporated into the plans, but concern that "accessibility" has been oversimplified into a single bullet point.
 - b) Feedback on the online survey notes it is too prescriptive, lacks clarity, and does not allow for detailed responses.
- 15. Key Recommendations and Comments on the Scheme:
 - a) Blue Badge Parking:
- 16. Welcomes the introduction of formalized Blue Badge parking bays.
 - a) Shared Spaces and Path Segregation:
- 17. Shared spaces transitioning to separate pedestrian and cycle paths are deemed unsuitable for pedestrian safety. A segregated approach with tactile delineators is recommended.
- 18. Clarification is needed on pedestrian priority and cyclist behavior, with clear instructions to give way to pedestrians.
- 19. Chicane Barriers:
 - a) The review should prioritize access for disabled pedestrians and mobility aid users while balancing the need to deter motorcyclists.
- 20. Seating:
 - a) Accessible benches should be included, offering a mix of seating types suitable for all users, with level access.
- 21. Lighting and Safety:
 - a) Improved lighting and CCTV are essential to make the path feel safe, especially for disabled people and women, given its isolated location.

22. Cycle Parking:

a) Ensure cycle parking accommodates adapted cycles.

23. Narrow Path Section:

Concerns about cyclists and pedestrians sharing space near the city center.
 Recommendations include clear path delineation and dismount instructions for cyclists in bottleneck areas.

24. Public Realm Accessibility:

a) Measures should ensure that public spaces are accessible to disabled people.

25. Orientation and Security:

a) The wall-adjacent path offers security and orientation for some users and should remain an option.

26. Conclusion:

a) The scheme has the potential to enhance safety for all users and support Active Travel goals. Incorporating these recommendations would significantly improve access and safety for disabled pedestrians and ensure inclusivity without detracting from cyclist benefits.

Email – Summary of feedback received from York Civic Trust

- 27. Section A: Jubilee Terrace to Kingsland Terrace
- 28. Support for Improvements:
 - a) Welcomes improved signage and road markings, including double yellow lines near St. Barnabas Church.
 - b) Believes these changes will reduce conflicts between pedestrians, cyclists, and vehicles, enhancing active travel opportunities and improving access to the riverside path.
- 29. Section B1 & B2: Scarborough Bridge
- 30. Key Concerns:
- 31. Personal Security:
 - a) Proposed arrangements channel disabled persons and pedestrians between a high concrete wall and new planting, potentially creating secluded spaces that feel unsafe, especially after dark or if planting is poorly maintained.
- 32. Pedestrian-Cycle Interaction:
 - a) Pedestrians must cross the cycle lane to access the new public space, raising safety issues, particularly for families and dog walkers.

Page 314

- b) Benches facing the cycle track may encourage faster cycling speeds, adding further risks.
- 33. Path Layout and Desire Lines:
 - a) The current design does not reflect existing pedestrian desire lines along the riverbank, a popular route for dog walkers and leisure walkers due to its scenic views.
- 34. Strong recommendation to switch the path layout:
 - a) Position the cycle path against the wall with low-height planting.
 - b) Move the pedestrian path closer to the riverbank to ensure safer and more enjoyable use for families, dog walkers, and leisure users.
- 35. Alignment with Prior Consultation:
 - a) The proposed design does not fully align with feedback from the December which emphasized creating more space for diverse path users (83.6% supported this goal).
- 36. Connectivity Issues:
 - a) The visuals lack clarity on pedestrian and cyclist egress from Aldbrough Way onto the existing path.
- 37. Scarborough Bridge Recommendations
- 38. Lighting:
 - a) Strong support for improved underpass lighting to enhance safety and visibility.
- 39. Reopening the Historic Archway:
 - Recommends reopening the western archway under Scarborough Bridge to allow better separation of pedestrians and cyclists, mirroring the eastern bank design.
 - b) Proposes raising the towpath in this section to achieve this, which is seen as feasible given the existing step access.
 - c) Notes the historical significance of the arches, originally part of the 1845 bridge, with the western arch blocked in the 1870s.
- 40. Summary of Key Recommendations:
- 41. Path Design Adjustments:
 - a) Switch the layout to place the cycle path against the wall and the pedestrian path closer to the riverbank, with low-height planting for visibility and safety.

- 42. Safety Enhancements:
 - a) Address security concerns by maintaining planting and improving lighting, particularly in secluded areas.
- 43. Connectivity Improvements:
 - a) Provide clearer visuals and plans for path egress points, particularly at Aldborough Way.
- 44. Scarborough Bridge Improvements:
 - a) Enhance lighting in the underpass.
 - b) Reopen the historic western archway for better pedestrian-cyclist separation and user experience.
- 45. These adjustments aim to align with previous consultation feedback, enhance user safety, and create a more inclusive and enjoyable active travel environment.

Response from St. Barnabas Church:

Parking and Accessibility:

- 46. The placement of double yellow lines outside the church limits parking, which traditionally served churchgoers and vicarage visitors, restricting access to regular services, events, and community activities.
- 47. Accessibility parking is noted to be inconveniently far for those with mobility challenges, restricting access to regular services, events, and community activities.
- 48. Displacement of parking to nearby residential streets is flagged as a potential issue, likely to create conflicts with local residents.

Suggestions for Improvement:

- 49. Pause Section A plans until adequate funding is available to implement improvements for all road users (pedestrians, cyclists, and cars).
- 50. Utilise the current layout of path leading up to St. Barnabas Close, which has ramped access, to segregate different modes of transport.
- 51. Implement measures for cyclists, such as signage encouraging dismounting or slowing down, to improve safety.

Proposal for St. Barnabas Square:

- 52. Suggest creating a designated square to enhance the sense of arrival into Leeman Road.
- 53. This would involve using the existing road width, grassed areas, and pathways, and possibly adjusting the church fence to reduce pinch points and improve vehicular turning ease.

Community Impact:

Page 316

- 54. Emphasis should also be on the church as an Asset of Community Value, which has building plans to expand its usage for greater community benefit.
- 55. The current double yellow line scheme is deemed restrictive for users of the church building.

Positive Acknowledgment:

- 56. The church commends the general goals of the scheme but stresses that the current design does not adequately address its specific needs regarding parking, access, and church building usage.
- 57. We understand that the allocated funding is intended to support active travel, not only for routes through Leeman Road into town but also for connecting the communities to essential destinations. As such, we would like to highlight the critical importance of ensuring that people using all forms of transport—including pedestrians, cyclists, and motorists—can easily and safely access the Leeman Road community church building. This is a vital hub for community activities and services, and accessibility should remain a central consideration

Survey Summary

Section A

- 58. 64.4% of responses believe the design proposed for Section A meets the scheme objectives in enabling active travel by reducing conflict between pedestrians, cyclists and vehicles.
- 59. 63.4% of responses believe the design proposed for Section A will help improve walking, wheeling and cycling access to the riverside path.
- 60. 62.4% of responses believe the design proposed for Section A will enhance opportunities for walking, cycling and other forms of active travel.
- 61. 58.7% of responses support the proposed design for Section A

Section B1

- 62. 90.6% of responses believe the design proposed for Section B1 meets the scheme objectives in reducing conflict between pedestrians and cyclists.
- 63. 90.1% % of responses believe the proposed design for Section B1 enhances opportunities for walking, cycling, and other forms of active travel.
- 64. 94.4% support the design (in Section B1) in providing a segregated path for pedestrians and cyclists whilst maximising capacity and retaining the existing tree line.
- 65. 88% support the lighting provisions proposed in Section B1
- 66. 86.8% support the proposed design in Section B1
- 67. 78.7% supported the resting areas proposed in Section B1

Section B2

- 68. 93.4% supported raising the level of the footpath to reduce impact of flooding.
- 69. 92.3% supported the design in improving visibility through the bridge.
- 70. 86% supported the proposed design for Section B2
- 71. 77.6% agreed that the proposed design to widen and realign the shared-use path near Scarborough Bridge improves visibility through the underpass.

Overall

72. 85.6% supported the full design proposed for the Riverside Path Improvement Scheme.

Conclusion

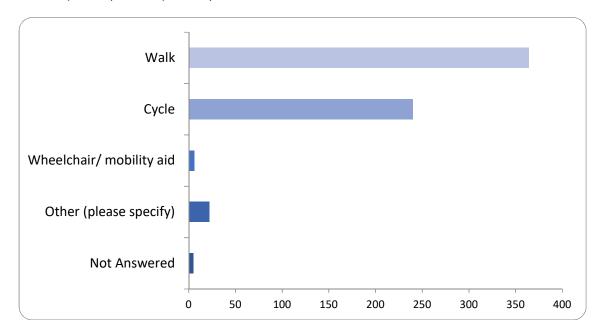
73. Section B1 and B2 received the most support, scoring 86.8% and 86% of support from the responses. Section A received 58.7% support.

Page 318

- 74. 34% of the responses in the free-text box for Section A focused on themes related to parking concerns, displacement, and general parking comments.
- 75. 23% of the responses in the free-text box for Section B1 highlighted themes of safety and lighting.
- 76. 31% of the responses in the free-text box for Section B2 addressed themes concerning cyclist and pedestrian interactions.

Section A

77. How do you usually travel on the Jubilee Terrace to Scarborough Bridge riverside path? (632 responses)



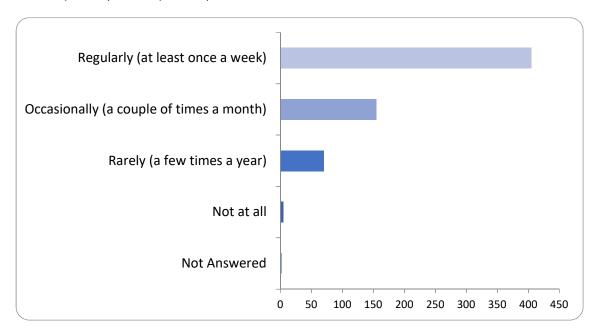
| Option | Total | Percent |
|--------------------------|-------|---------|
| Walk | 364 | 57.14% |
| Cycle | 240 | 37.68% |
| Wheelchair/ mobility aid | 6 | 0.94% |
| Other (please specify) | 22 | 3.45% |
| Not Answered | 5 | 0.78% |

Text - How travel other

Out of the 22 responses to other response, this was split as following:

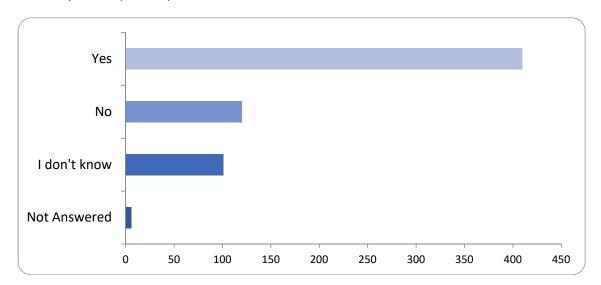
- Multimodal (9 responses)
- Run (9 responses)
- Drive (2 responses)

- Other (2 responses)
- 78. How often do you usually travel on the Jubilee Terrace to Scarborough Bridge riverside path? (635 responses)



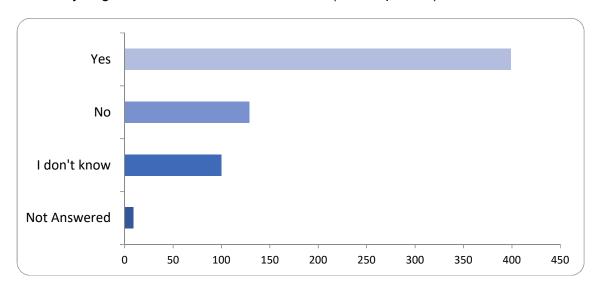
| Option | Total | Percent |
|--|-------|---------|
| Regularly (at least once a week) | 405 | 63.58% |
| Occasionally (a couple of times a month) | 155 | 24.33% |
| Rarely (a few times a year) | 70 | 10.99% |
| Not at all | 5 | 0.78% |
| Not Answered | 2 | 0.31% |

79. Do you think the design proposed for Section A meets the scheme objectives in enabling active travel by reducing conflict between pedestrians, cyclists and vehicles? (631 responses)



| Option | Total | Percent |
|--------------|-------|---------|
| Yes | 410 | 64.36% |
| No | 120 | 18.84% |
| I don't know | 101 | 15.86% |
| Not Answered | 6 | 0.94% |

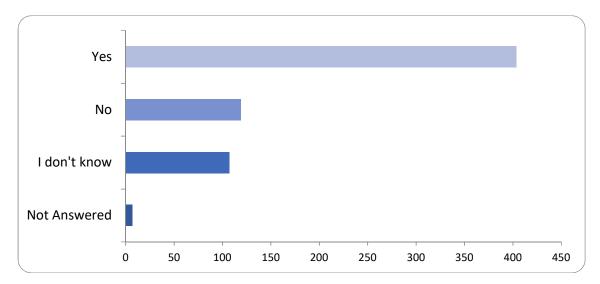
80. Do you think the proposed design for Section A enhances opportunities for walking, cycling, and other forms of active travel? (628 responses)



| Option | Total | Percent |
|--------|-------|---------|
| Yes | 399 | 62.64% |

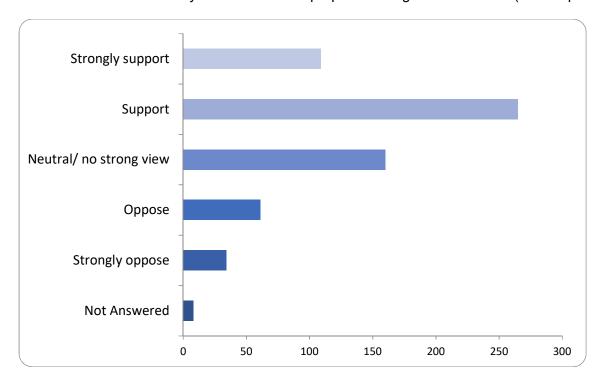
| No | 129 | 20.25% |
|--------------|-----|--------|
| I don't know | 100 | 15.70% |
| Not Answered | 9 | 1.41% |

81. Do you think the design proposed for Section A will help improve walking, wheeling and cycling access to the riverside path? (630 responses)



| Option | Total | Percent |
|--------------|-------|---------|
| Yes | 404 | 63.42% |
| No | 119 | 18.68% |
| I don't know | 107 | 16.80% |
| Not Answered | 7 | 1.10% |

82. Please tell us how you feel about the proposed design of Section A? (629 responses)



| Option | Total | Percent |
|-------------------------|-------|---------|
| Strongly support | 109 | 17.11% |
| Support | 265 | 41.60% |
| Neutral/ no strong view | 160 | 25.12% |
| Oppose | 61 | 9.58% |
| Strongly oppose | 34 | 5.34% |
| Not Answered | 8 | 1.26% |

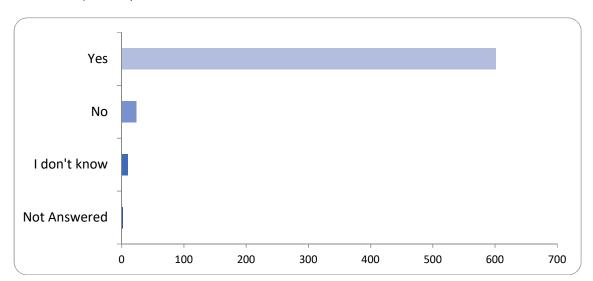
- 83. Do you have any further observations on this section of the design proposal? (320 responses)
- 84. The main key themes for Section A were as follows:

| Theme | Comments |
|---|----------|
| Parking concerns, displacement and comments | 34 % |
| 2. General scheme, design comments and queries, safety and lighting | 15 % |
| 3. Chicane barriers | 13 % |
| 4. Support for removal of parking and enforcement | 13 % |
| 5. Demarcation / Extend Pavement | 13% |

- 85. Numerous comments were received regarding the loss of parking outside the church. Many highlighted the potential impact of reduced parking on local residents and the church community.
- 86. There were comments received that supported the removal of parking in this section outside the church, however were concerned how this could be enforced, and how this might displace vehicles onto nearby streets. Additionally, some comments expressed concerns that the double yellow lines could be misused during school pick-up times. Others called for stronger measures to deter vehicle movement in this section.
- 87. A few respondents suggested extending the existing footpath outside the church. This proposal aimed to keep pedestrians off the road and away from vehicular traffic and cyclists. Some suggested introducing clear demarcation on the carriageway to define where cyclists should ride, helping to minimise potential conflicts.
- 88. The chicane barriers was frequently mentioned in the free-text responses. Many comments questioned what the review of the chicane barriers would involve, as the proposal did not provide detailed information on the planned changes. This lack of clarity led to numerous inquiries about the barriers. A significant number of respondents expressed a desire to see the chicane barriers removed entirely.

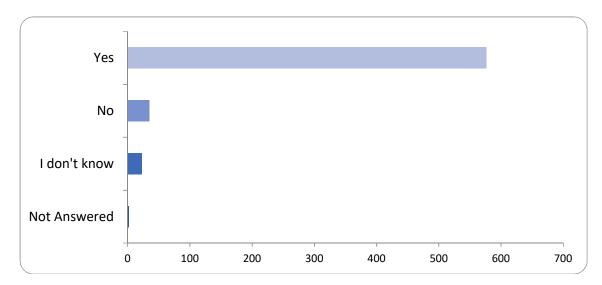
Section B1

89. Given the need to maximise capacity and retain the existing tree line, do you support the design in providing a segregated path for pedestrians and cyclists? (635 responses)



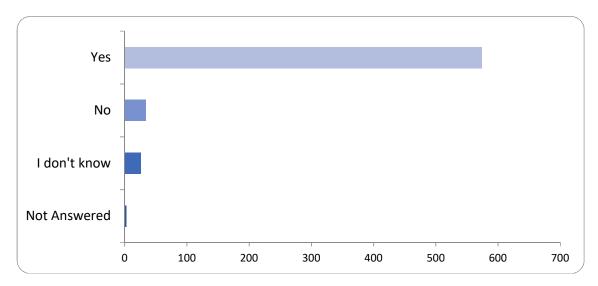
| Option | Total | Percent |
|--------------|-------|---------|
| Yes | 601 | 94.35% |
| No | 24 | 3.77% |
| I don't know | 10 | 1.57% |
| Not Answered | 2 | 0.31% |

90. Do you think the design proposed for Section B1 meets the scheme objectives in reducing conflict between pedestrians and cyclists? (635 responses)



| Option | Total | Percent |
|--------------|-------|---------|
| Yes | 577 | 90.58% |
| No | 35 | 5.49% |
| I don't know | 23 | 3.61% |
| Not Answered | 2 | 0.31% |

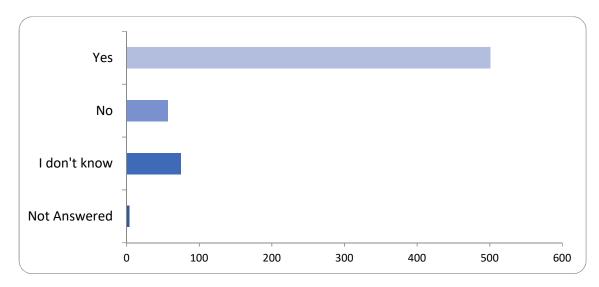
91. Do you believe the proposed design for Section B1 enhances opportunities for walking, cycling, and other forms of active travel? (634 responses)



| Option | Total | Percent |
|--------|-------|---------|
| Yes | 574 | 90.11% |
| No | 34 | 5.34% |

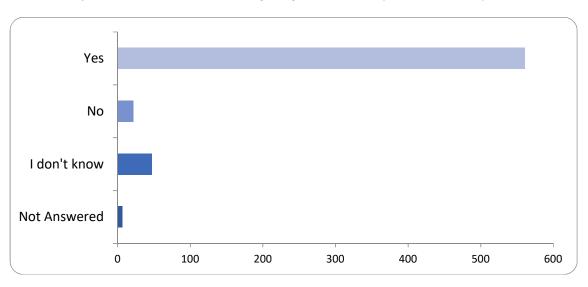
| I don't know | 26 | 4.08% |
|--------------|----|-------|
| Not Answered | 3 | 0.47% |

92. Do you support the proposed resting areas? (633 responses)



| Option | Total | Percent |
|--------------|-------|---------|
| Yes | 501 | 78.65% |
| No | 57 | 8.95% |
| I don't know | 75 | 11.77% |
| Not Answered | 4 | 0.63% |

93. Do you support the proposed lighting provisions? (630 responses)

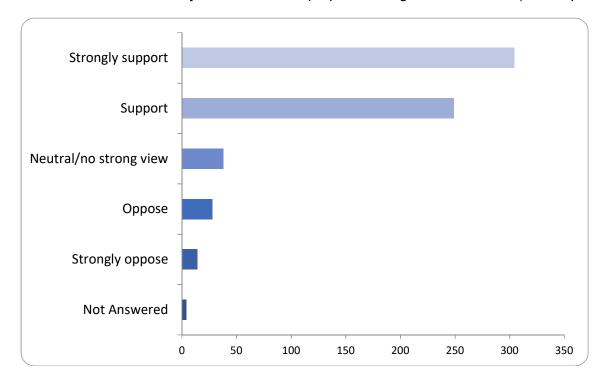


| Option | Total | Percent | |
|--------|-------|---------|--|
|--------|-------|---------|--|

Page 326

| Yes | 561 | 88.07% |
|--------------|-----|--------|
| No | 22 | 3.45% |
| I don't know | 47 | 7.38% |
| Not Answered | 7 | 1.10% |

94. Please tell us how you feel about the proposed design of Section B1? (633 responses)



| Option | Total | Percent |
|------------------------|-------|---------|
| Strongly support | 304 | 47.72% |
| Support | 249 | 39.09% |
| Neutral/no strong view | 38 | 5.97% |
| Oppose | 28 | 4.40% |
| Strongly oppose | 14 | 2.20% |
| Not Answered | 4 | 0.63% |

95. Do you have any further observations on Section B1 of the design proposal (i.e. thoughts on seating, lighting etc). (363 responses)

| Theme | Comments |
|--|----------|
| 1. Safety and Lighting | 23 % |
| 2. Place making / Tree preservation and environmental | 21 % |
| 3. Cycle and pedestrian interaction / path width / segregation | 13 % |
| 4. Orientation of path | 13 % |
| 5. General approval | 10 % |

Safety and Lighting

- 96. Lighting and safety emerged as key topics, with anecdotal reports of crime along the path being shared during discussions. Survey responses generally indicated that the current lighting is insufficient, and there was strong agreement that both paths need improved lighting to enhance safety.
- 97. Some comments highlighted the absence of proposed CCTV and expressed a desire for its inclusion in the plans.

Path Orientation and Design Justification

98. The orientation of the path was a point of feedback during the consultation process and was also raised during in-person discussions. The current plan is to retain the existing path adjacent to the wall as a footpath while constructing a new path to serve as the cycle track.

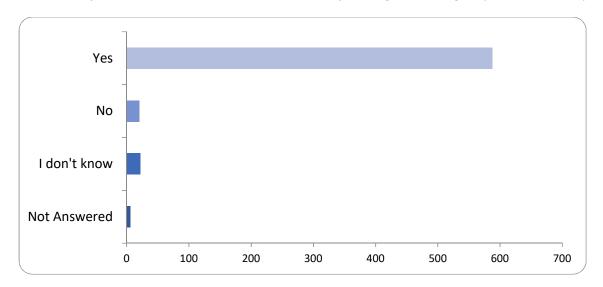
Principal Designer's response

- 99. Several considerations influenced the decision to position the cycle track on the riverside rather than adjacent to the wall.
- 100. Although both configurations are feasible, the current proposal to locate the cycle track on the riverside side of the footway is supported by the following rationale:
 - a) Width Constraints
- 101. Placing the cycle track along the wall side of the route would reduce its effective width. According to LTN 1/20, a 0.5m buffer is required between vertical features over 600mm and cycle tracks (Table 5.3). Consequently, the cycle track would have an effective width of 2.5m, narrowing to 2m at pinch points, particularly near Scarborough Bridge. This configuration would fail to meet the width requirements outlined in Table 5.2 of LTN 1/20 for accommodating cycle flow demand. Additionally, widening the cycle track at pinch points would necessitate further tree removal.
 - b) Direct Route
- 102. The existing alignment is the most direct route for pedestrians. If this path were designated as a cycle track, pedestrians accustomed to using it may continue to walk along it, leading to potential conflicts and requiring a significant behavioural shift.

- c) Cost Implications
- 103. Designating the existing route as a cycle track would require complete resurfacing, leading to increased overall project costs.
 - d) Accessibility Concerns
- 104. Positioning the pedestrian footway on the far side of the tree line would create additional safety and accessibility challenges. Pedestrians using the Aldborough Way ramp to access or exit the area would need to cross the cycle track to reach the footway. This could lead to increased potential for conflicts between pedestrians and cyclists, particularly in high-traffic periods, and may compromise the overall safety and efficiency of the route.
- 105. The ramp was also assessed against LTN 1/20 standards. It is too narrow to accommodate the design vehicle for cycling, particularly around the 180-degree bend, and the straight sections are also insufficiently wide for cyclists and pedestrians to pass safely. While the ramp does not currently restrict cyclists, the proposed design introduces a "no cycling" provision on the ramp for safety and compliance reasons.

Section B2

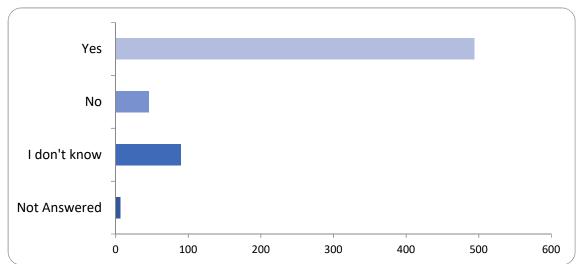
106. Do you support the aim to improve visibility through the bridge? (631 responses)



| Option | Total | Percent |
|--------------|-------|---------|
| Yes | 588 | 92.31% |
| No | 21 | 3.30% |
| I don't know | 22 | 3.45% |
| Not Answered | 6 | 0.94% |

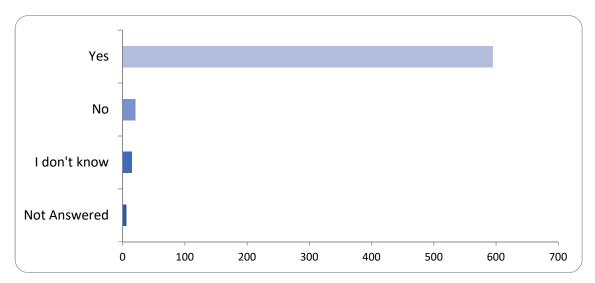
107. The design proposes the section of shared-use path near Scarborough Bridge is widened and realigned with the underpass to improve visibility.

Do you think the proposed design meets the aim to improve visibility through the bridge? (630 responses)



| Option | Total | Percent |
|--------------|-------|---------|
| Yes | 494 | 77.55% |
| No | 46 | 7.22% |
| I don't know | 90 | 14.13% |
| Not Answered | 7 | 1.10% |

108. Do you support raising the level of the footpath to reduce the impact of flooding? (631 responses)

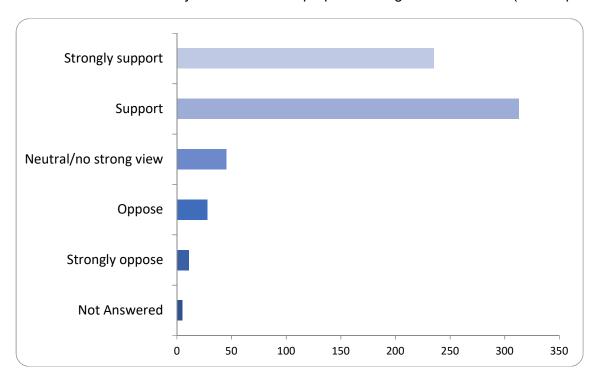


| Option | Total | Percent |
|--------|-------|---------|
| Yes | 595 | 93.41% |
| No | 21 | 3.30% |

Page 330

| I don't know | 15 | 2.35% |
|--------------|----|-------|
| Not Answered | 6 | 0.94% |

109. Please tell us how you feel about the proposed design of Section B2? (632 responses)



| Option | Total | Percent |
|------------------------|-------|---------|
| Strongly support | 235 | 36.89% |
| Support | 313 | 49.14% |
| Neutral/no strong view | 45 | 7.06% |
| Oppose | 28 | 4.40% |
| Strongly oppose | 11 | 1.73% |
| Not Answered | 5 | 0.78% |

- 110. Do you have any further observations on Section B2 of the design proposal?
- 111. There were 292 responses to this part of the question.

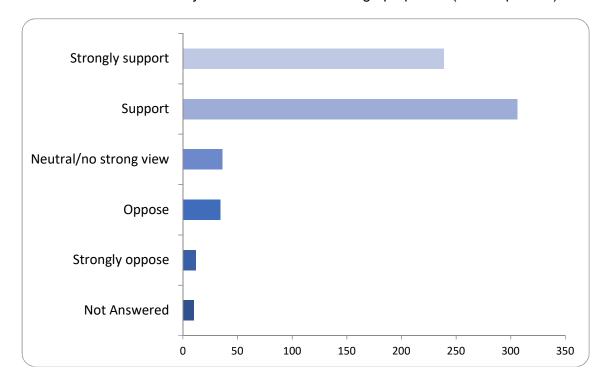
| Theme | Comments |
|-------------------------------------|----------|
| Cyclist and Pedestrian Interaction | 31 % |
| 2. Flooding / Path raising concerns | 22 % |
| 3. Safety and lighting | 13 % |

| 4. Segregation / Orientation of Path 12 % |
|---|
|---|

Overall

Cyclist and Pedestrian Interaction

- 112. There were numerous comments on cyclist and pedestrian interaction due to the shared space. There were concerns regarding the narrowness of Scarborough Bridge and the speed of cyclists and the lack of cyclist dismounting whilst entering the underpass.
- 113. Some comments raised that the path raising was minimal where others were happy to see the path raising proposed.
- 114. Please tell us how you feel about the full design proposal? (627 responses)



| Option | Total | Percent |
|------------------------|-------|---------|
| Strongly support | 239 | 37.52 % |
| Support | 306 | 48.04 % |
| Neutral/no strong view | 36 | 5.65 % |
| Oppose | 34 | 5.34 % |
| Strongly oppose | 12 | 1.88 % |
| Not Answered | 10 | 1.57 % |

115. Do you have any final comments on the overall design proposal?

Page 332

116. There were 298 responses to this part of the question.

| Key Themes | Total | Percent |
|---------------------------------------|-------|---------|
| General Approval | 78 | 26.17 % |
| Other | 48 | 16.11 % |
| General Comments | 37 | 12.42 % |
| Safety and Lighting | 29 | 9.73 % |
| Section A comments / Parking concerns | 27 | 9.06 % |
| Maintenance | 19 | 6.38 % |
| Pedestrian and Cyclist / Conflict | 16 | 5.37 % |
| Orientation | 15 | 5.03 % |
| Trees, Environment and Place-making | 15 | 5.03 % |
| Flooding / Compensation Area | 14 | 4.79 % |

- 117. 26.17% of responses were general approval of the scheme and proposals.
- 118. 16.11% of responses to the free text box have been categorised as other these are split of a few areas such as comments outside the scheme extents, opposing to the design and queries regarding construction and timescales.
- 119. 12.42% were based on general comments which are related to the design or reiterating the design proposals.
- 120. 9.73% reiterated the safety and lighting aspect of the scheme.
- 121. 9.06% reiterated their concerns regarding Section A and the impact on parking and concerns for residents and visitors of the church.

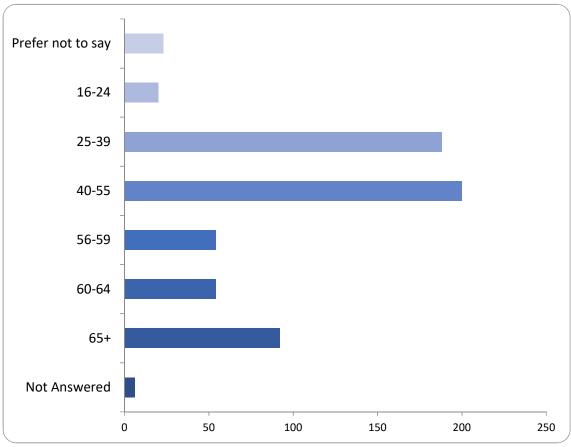
122. About You Section

123. Please provide your full home postcode: (e.g. YO1 2EG). We will only use this for this research. It helps us understand travel needs and who has responded to this consultation.

Postcode

There were 618 responses to this part of the question.

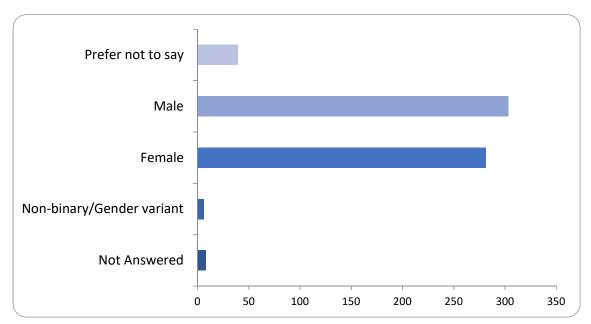
124. Your age: (631 responses)



| Option | Total | Percent |
|-------------------|-------|---------|
| Prefer not to say | 23 | 3.61% |
| Under 16 | 0 | 0.00% |
| 16-24 | 20 | 3.14% |
| 25-39 | 188 | 29.51% |
| 40-55 | 200 | 31.40% |
| 56-59 | 54 | 8.48% |
| 60-64 | 54 | 8.48% |
| 65+ | 92 | 14.44% |

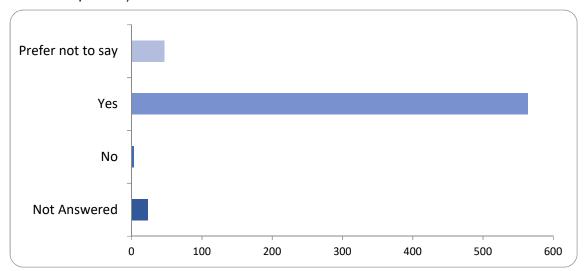
| Not Answered 6 0.94% |
|----------------------|
|----------------------|

Your gender (629 responses)



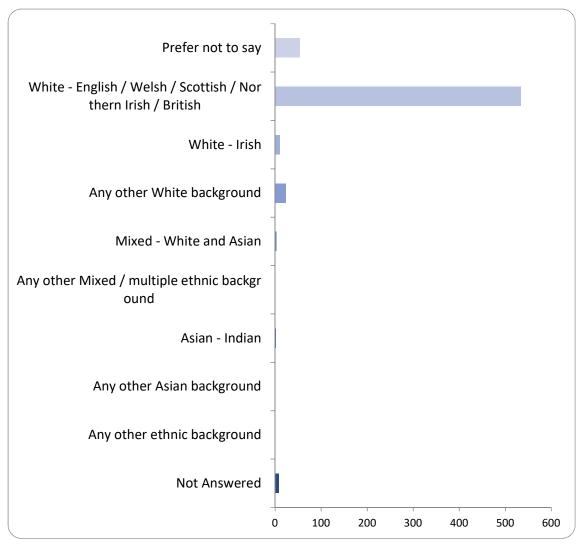
| Option | Total | Percent |
|---------------------------|-------|---------|
| Prefer not to say | 39 | 6.12% |
| Male | 303 | 47.57% |
| Female | 281 | 44.11% |
| Non-binary/Gender variant | 6 | 0.94% |
| Not Answered | 8 | 1.26% |

125. Is the gender you identify with the same as your sex registered at birth? (614 responses)



| Option | Total | Percent |
|-------------------|-------|---------|
| Prefer not to say | 47 | 7.38% |
| Yes | 564 | 88.54% |
| No | 3 | 0.47% |
| Not Answered | 23 | 3.61% |

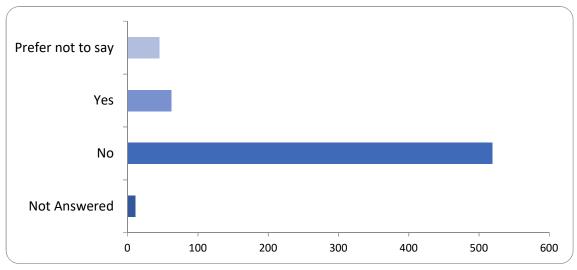
126. What is your ethnic group? (629 responses)



| Option | Total | Percent |
|---|-------|---------|
| Prefer not to say | 54 | 8.48% |
| White - English / Welsh / Scottish / Northern Irish / British | 534 | 83.83% |
| White - Irish | 10 | 1.57% |
| White - Gypsy or Irish Traveller | 0 | 0.00% |
| White - Roma | 0 | 0.00% |
| Any other White background | 23 | 3.61% |
| Mixed - White and Black Caribbean | 0 | 0.00% |
| Mixed - White and Black African | 0 | 0.00% |
| Mixed - White and Asian | 3 | 0.47% |

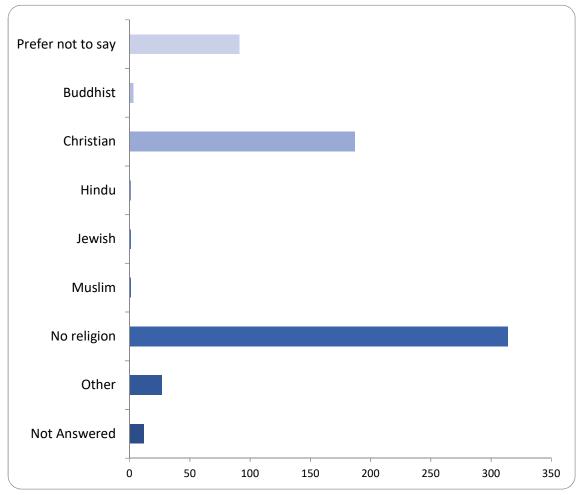
| Any other Mixed / multiple ethnic background | 1 | 0.16% |
|--|---|-------|
| Asian - Indian | 2 | 0.31% |
| Asian - Pakistani | 0 | 0.00% |
| Asian - Bangladeshi | 0 | 0.00% |
| Asian - Chinese | 0 | 0.00% |
| Any other Asian background | 1 | 0.16% |
| Black - African | 0 | 0.00% |
| Black - Caribbean | 0 | 0.00% |
| Any other Black / Black British / African / Caribbean background | 0 | 0.00% |
| Other - Arab | 0 | 0.00% |
| Any other ethnic background | 1 | 0.16% |
| Not Answered | 8 | 1.26% |

127. Do you consider yourself disabled? (You are disabled under the Equality Act 2010 if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities.) (626 responses)



| Option | Total | Percent |
|-------------------|-------|---------|
| Prefer not to say | 45 | 7.06% |
| Yes | 62 | 9.73% |
| No | 519 | 81.48% |
| Not Answered | 11 | 1.73% |

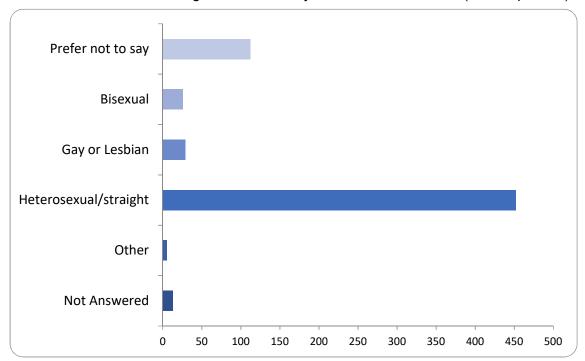
128. What is your religion or belief? (625 responses)



| Option | Total | Percent |
|-------------------|-------|---------|
| Prefer not to say | 91 | 14.29% |
| Buddhist | 3 | 0.47% |
| Christian | 187 | 29.36% |
| Hindu | 1 | 0.16% |
| Jewish | 1 | 0.16% |
| Muslim | 1 | 0.16% |
| Sikh | 0 | 0.00% |
| No religion | 314 | 49.29% |
| Other | 27 | 4.24% |
| Not Answered | 12 | 1.88% |

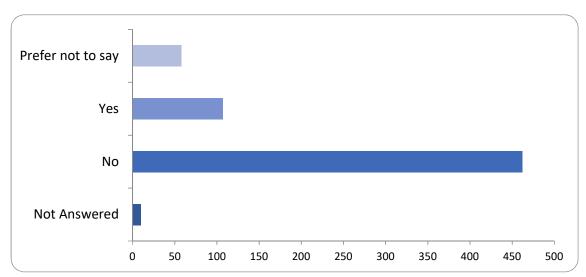
Page 339

129. Which of the following best describes your sexual orientation? (624 responses)



| Option | Total | Percent |
|-----------------------|-------|---------|
| Prefer not to say | 112 | 17.58% |
| Bisexual | 26 | 4.08% |
| Gay or Lesbian | 29 | 4.55% |
| Heterosexual/straight | 452 | 70.96% |
| Other | 5 | 0.78% |
| Not Answered | 13 | 2.04% |

130. Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment) (627 responses)



| Option | Total | Percent |
|-------------------|-------|---------|
| Prefer not to say | 58 | 9.11% |
| Yes | 107 | 16.80% |
| No | 462 | 72.53% |
| Not Answered | 10 | 1.57% |



1. Summary of Scheme

| | | Network Map |
|---|--|---|
| Scheme Name | Clifton Terrace to Jubilee Bridge Riverside Path, York | |
| Scheme Reference | ATE01294 | |
| Local Authority | City of York Council | Requires copying from Summary of Scheme Tab |
| Design Stage | Preliminary | |
| Route Length Assessed in this File (km) | 0.8 | |

2. Policy Check Results

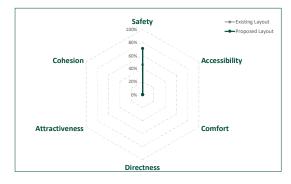
| Potential Policy Conflicts | Existing Route | Designed Route | Removed | Introduced | Remaining |
|----------------------------|----------------|----------------|---------|------------|-----------|
| Potential Policy Connects | 4 | 0 | 3 | 0 | 1 |

3. Safety Check Results (Critical Issues Only)

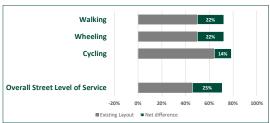
| Critical Issues | Existing Route | Designed Route | Removed | Introduced | Remaining |
|-----------------|----------------|----------------|---------|------------|-----------|
| Citical issues | 2 | 0 | 2 | 0 | 0 |

4. Street Check Results

| 46% | 71% | 25% |
|-----|-----|---------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | 46% | 46% 71% |



| Mode | Existing Layout | Proposed Layout | Net difference |
|----------|-----------------|-----------------|----------------|
| Walking | 50% | 72% | 22% |
| Wheeling | 50% | 72% | 22% |
| Cycling | 64% | 79% | 14% |

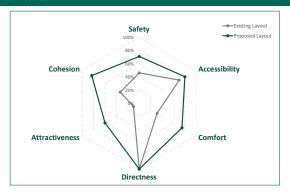


| Categories | Existing Layout | Proposed Layout | Net difference |
|--------------------------|-----------------|-----------------|----------------|
| Social Activity | | | |
| Personal Security | | | |
| Character and Legibility | | | |
| Environmental | | | |

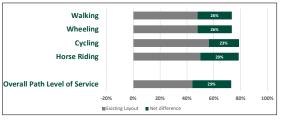


5. Path Check Results

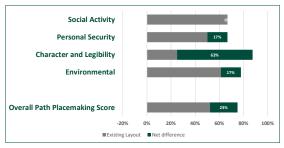
| | Existing Layout | Proposed Layout | Net difference |
|----------------|-----------------|-----------------|----------------|
| Categories | | | |
| Safety | 46% | 71% | 25% |
| Accessibility | 70% | 80% | 10% |
| Comfort | 31% | 75% | 44% |
| Directness | 100% | 100% | 0% |
| Attractiveness | 10% | 60% | 50% |
| Cohesion | 33% | 83% | 50% |



| Mode | Existing Layout | Proposed Layout | Net difference |
|--------------|-----------------|-----------------|----------------|
| Walking | 48% | 73% | 26% |
| Wheeling | 48% | 73% | 26% |
| Cycling | 56% | 79% | 23% |
| Horse Riding | 50% | 79% | 29% |

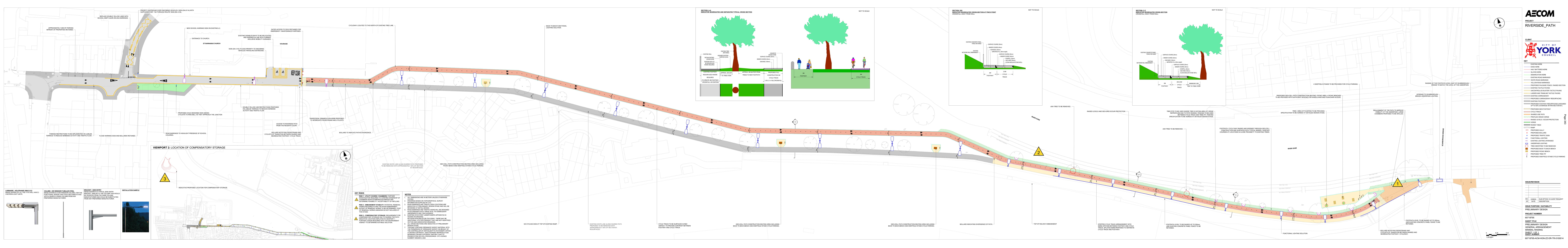


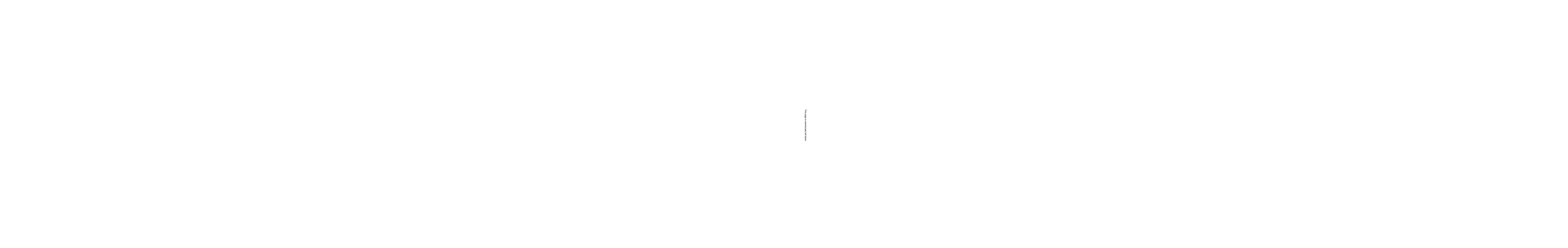




6. Junction Assessment Tool Check

| lunction Level of Service | | | | |
|---------------------------|--------------------|-----------------|-----------------|----------------|
| Junction Name | Modes | Existing Layout | Proposed Layout | Net difference |
| | Walking & Wheeling | Not Completed | Not Completed | |
| Not Completed | Cycling | Not Completed | Not Completed | |
| | All | Not Completed | Not Completed | |
| | Walking & Wheeling | | | |
| | Cycling | | | |
| | All | | | |
| | Walking & Wheeling | | | |
| | Cycling | | | |
| | All | | | |
| | Walking & Wheeling | | | |
| | Cycling | | | |
| | All | | | |
| | Walking & Wheeling | | | |
| | Cycling | | | |
| | All | | | |
| | | | | |
| | Walking & Wheeling | | | |
| Overall | Cycling | | | |
| | All | | | |





Riverside path - What you've told us

In December 2022 and January 2023, we launched a consultation to get your views and understand your priorities for improvements to the path between Jubilee Terrace and Scarborough Bridge.

What you have told us

444

responses to the consultation

96%

supported making improvements to the path, with 83% strongly supporting

What you think needs improving



Making space available for different types of users (83.6% of you chose this).



Improve the lighting. (82.1% chose this, 68.6% chose safety and security).



78.2% of you wanted improved usability during flood events.

Other feedback



73% of responses had retaining the existing trees as a priority.



71.7% responded that the condition of the path (e.g surfacing) needs improving.







Project update

What's happened since then?

In March 2023 we presented your feedback to the Executive Member for Transport who agreed to submit a funding bid, with your priorities included, to government asking for £1.7m.

In May 2023 it was announced that Active Travel England had awarded us £1.1m to put towards improvements to the path.

Designing the scheme

Since being awarded the funding we have been working with engineers to design a scheme. This has included consultation with key stakeholders Network Rail, discussions with planning and working with the Environment Agency to identify flood compensation areas.

The design of the compensatory flood storage will be finalised at detailed design stage. A study will investigate the soil conditions, local geology and ecology to inform design of the compensatory flood storage, and the final design will require approval from the Environment Agency.

Funding

Active Travel England has awarded us £1.1m. This is on top of the £600k that the council has committed. We have designed a scheme to fit that budget of £1.7m and want to hear your thoughts. The design looks to reflect the priorities of local residents whilst also meeting the requirements of the Active Travel England funding.





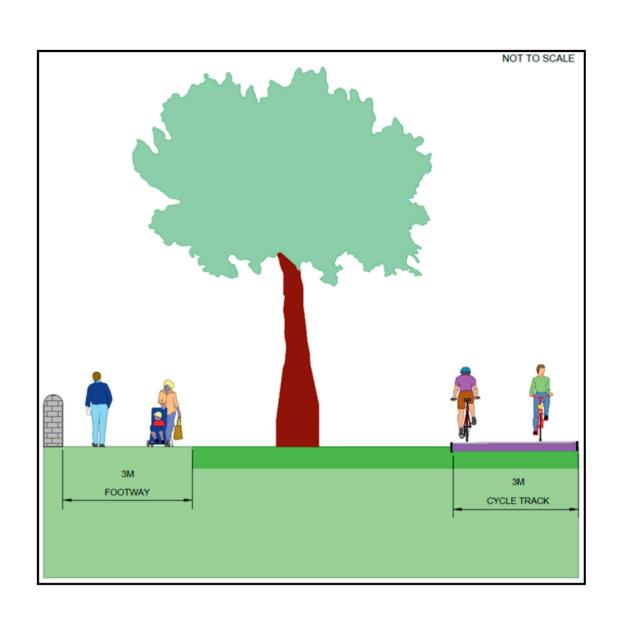


Key considerations

Separating Vs widening the route

Numerous options were presented in the previous consultation. While strong support was shown for widening the path, all options were reviewed.

Our designers have suggested introducing a separate cycle path because:





Given the need to retain existing trees, widening the path would only increase the total width by 1-1.5m. The total width gained from a segregated path is approximately 2.5m meaning more space for people.



Cost analysis was undertaken and all options were similar within 11.3% difference.



The future demand given the York Central stopping up order of Leeman Road was also taken into account. A separate path should also reduce the level of disruption caused during construction.



It would increase capacity whilst reducing conflict between pedestrians and cyclists.

Key challenges and constraints

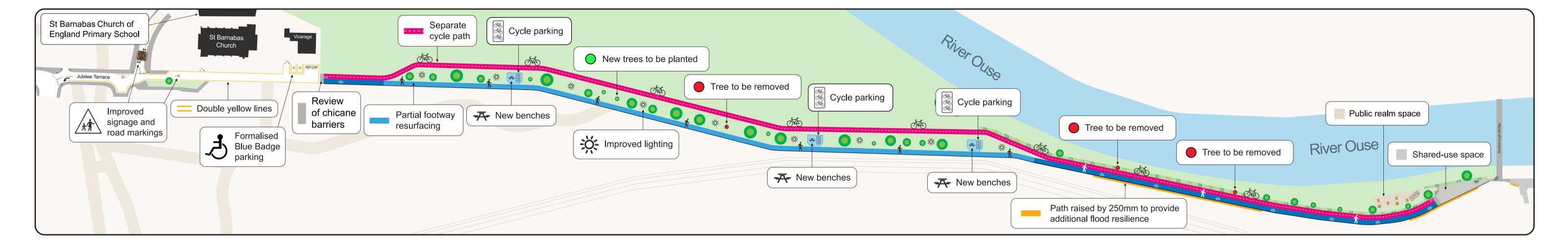
- Manhole covers and underground services close to the existing path and within the proposed alignment of the new cycle path.
- Working in a Flood Zone requires third party approval with Environmental Agency and EA Permits.
- Limited funding and specific requirements of Active Travel funding.
- Working adjacent to the Network Rail rail track requires Network Rail approval of the scheme.







Riverside path



Flood compensation area

Given the proposals to raise the level of the path, the overall volume of land available to store flood water during a flood is reduced. To compensate for this, an area of land near Water End has been identified as an alternative location to provide this storage. The profile of the ground level will be lowered which will look like a dip in the field. The design for this will be finalised at detailed design stage.

Trees

The design proposes that two ash trees are removed to provide the space required for the segregated cycle path, and to protect the path from potential root uplift. The third tree is a poorly formed collection of stems from ground level with limited future value. Retaining as many trees as possible is a key priority for both the council and community, so these removals will be mitigated by the planting of five new trees in the area.

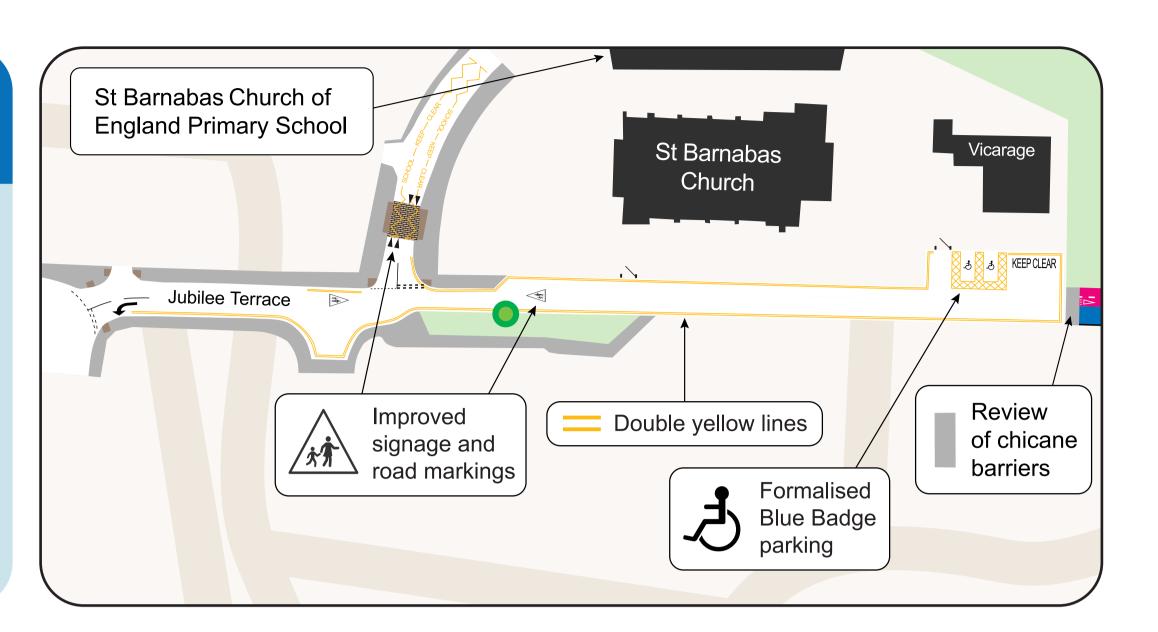






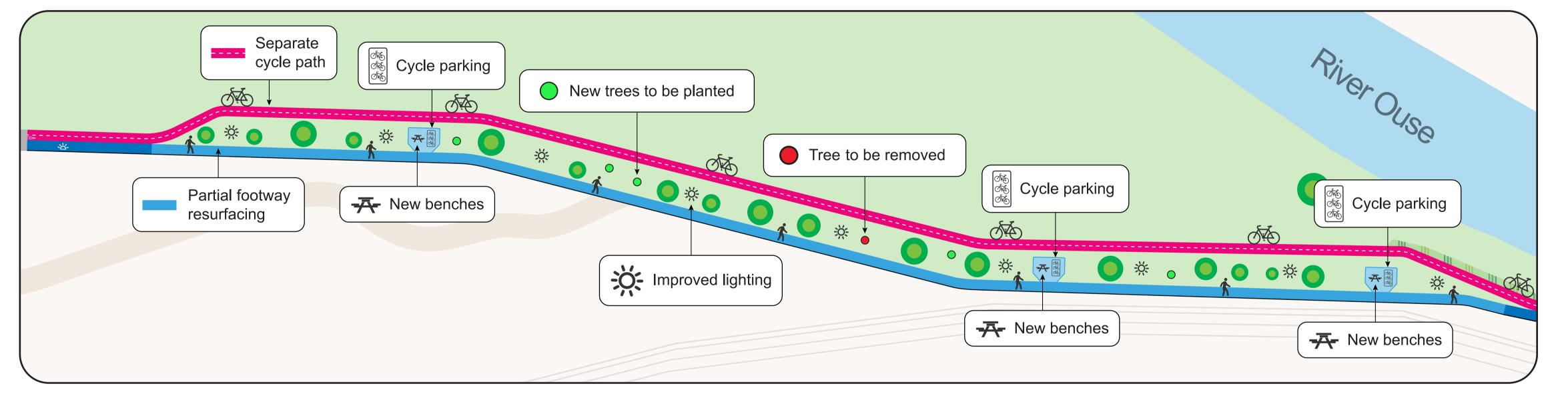
Section A: from Kingsland Terrace to Cinder Mews

- Formalises Blue Badge parking to design standards
- Reduces conflict between parked vehicles and travelling public
- Reduces traffic and traffic speed



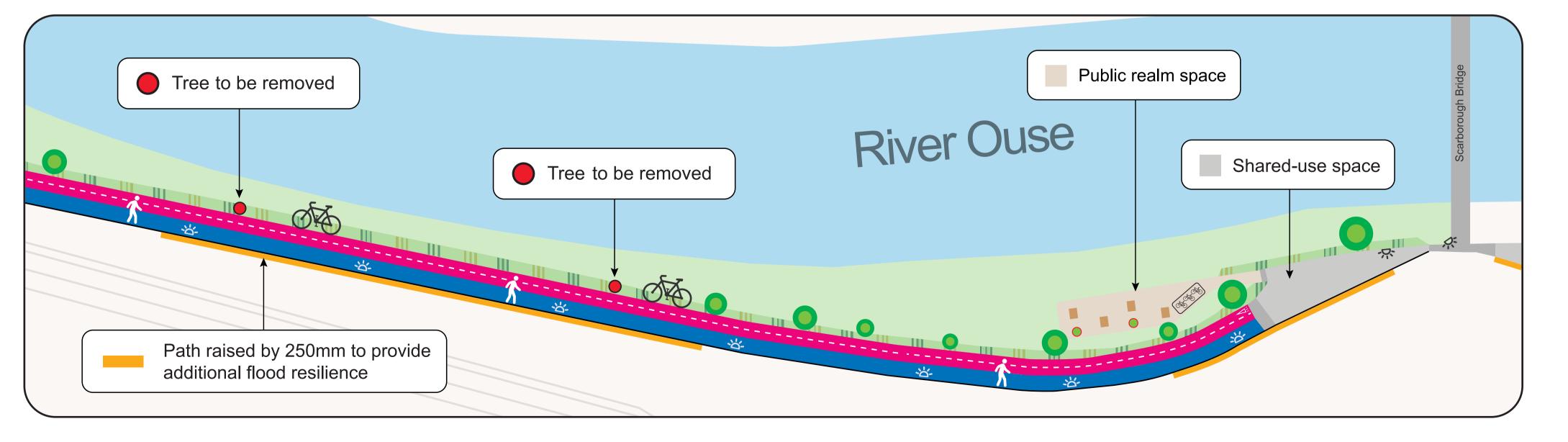
Section BI

- Separate path reduces conflict between different users
- Increases capacity for cyclists and pedestrians



Section B2

- Improves lighting and rest points along path
- Raised path provides additional flood resilience







Have your say and next steps

Get involved

You can let us know what you think by:



- Completing our survey online at: york.gov.uk/RiversidePath.
- Paper surveys are available during opening hours at the I am Reusable food bank on Aldborough Way and St. Barnabas Church on Jubilee Terrace.



- Attending an engagement event:
 - Tuesday 12 November, 2.30pm 7.00pm, Drop-in session at St Barnabas Church
 - Thursday 14 November, 5:30pm 6:30pm, Online event
 - Thursday 21 November, 2.30pm 7.00pm, Drop-in session at St Barnabas Church

Next steps

We are awaiting the results of a structural survey of the existing Riverside Path embankment. We have identified risk to the current embankment, and we are conducting further investigations to understand its potential impact on the path and proposed improvements. Depending on the findings, adjustments may need to be made. This timeline depends on the survey results and obtaining approval from the Environment Agency, including a permit for working within a Flood Zone 3 area and approval of the flood compensation storage area.



Your feedback is analysed.

A report, including a summary of your feedback, will go to a public decision session in early 2025 to agree next steps.

The Decision Session will ask to proceed to detailed design and construction.







