

Notice of a public meeting of

Decision Session - Executive Member for Transport and Planning

To: Councillor Gillies (Executive Member)

Date: Thursday, 14 January 2016

Time: 5.00 pm

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

AGENDA

Notice to Members – Post Decision Call 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 **Monday 18 January 2016**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **Tuesday 12 January 2016** at **5.00pm**.

1. **Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
 - any prejudicial interests or
 - any disclosable pecuniary interests
- which he might have in respect of business on this agenda.

2. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **Wednesday 13 January 2016 at 5:00pm.**

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit,

Filming or Recording Meetings

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at https://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_council_meetingspdf

3. Burdyke Avenue - Better Bus Area Fund Improvement Scheme (Traffic Regulation Order - Objections)

(Pages 1 - 22)

The Executive Member is requested to consider an objection raised as part of the Traffic Regulation Order (TRO) consultation process and make a decision on whether to proceed with the parking restrictions as advertised. The restrictions form part of a larger improvement scheme to address concerns raised by both local residents and the bus companies running services along the route.

4. Variable Message Signs Refurbishment Plan

(Pages 23 - 36)

This report presents a plan for the refurbishment of the 46 highway VMS (Variable Message Signs) currently installed around the City.

5. Urgent Business

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

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – judith.betts@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550



**Decision Session –
Executive Member for Transport and Planning**

14 January 2016

Report of the Acting Director of City and Environmental Services

**Burdyke Avenue – Better Bus Area Fund Improvement Scheme
(Traffic Regulation Order – Objections)**

Summary

1. The Executive Member is requested to consider an objection raised as part of the Traffic Regulation Order (TRO) consultation process and make a decision on whether to proceed with the parking restrictions as advertised. The restrictions form part of a larger improvement scheme to address concerns raised by both local residents and the bus companies running services along the route.

Recommendation

2. *Option i.* Consider the objection but approve the introduction of the advertised parking restrictions as detailed in **Annex C**.

Reason: The parking restrictions would complement the recently installed layby and reduce parking opportunities which delay buses and frustrate local residents.

Background

3. In February 2015 a scheme was approved by the Director, Sarah Tanburn aimed at addressing complaints from Burdyke Avenue residents and bus companies about parking and traffic congestion on the street.

The approved scheme (shown in **Annex A**) comprised the introduction of a 43m long layby in the northern verge just to the east of the junction with St. Philips Grove.

The Director also gave approval for the advertisement of a TRO for “no waiting at any time” restrictions to protect the junction from parked vehicles and further reduce the delays to buses.

The Director, at the time, asked for Officers to investigate if the layby could be made longer. The results of this investigation were reported back (via email shown in **Annex B**) to the Director in June 2015 on the basis that the layby couldn't be extended without incurring an unacceptable cost increase.

The Director agreed to the implementation of the scheme as originally approved, including the advertisement of the TRO.

The layby was installed in September 2015.

Consultation

4. The TRO was advertised between 3rd and 24th July 2015, the advertisement documentation is shown in **Annex C**. Notices were placed on street and in “The Press”. Ward Councillors were consulted and details hand delivered to residents living close to the proposed restrictions. The extent of the delivery area is shown in **Annex D**.

A single objection was received from the Clifton Ward Councillors, D. Myers and M. Wells. A copy of the objection letter is attached as **Annex E**. The main points of objection are:

- Residents have not been fully consulted regarding the proposed restrictions.
- The extents of the consultation were not adequate to cover streets which may be affected by the relocation of parking.

They also requested further time to carry out their own consultation with residents and other interested parties. To date no further consultation results have been provided to Officers dealing with the scheme.

Officer response

A larger number of residents on Burdyke Avenue were consulted on the proposals during the design stage which included more extensive parking restriction proposals. The extent of the delivery area is shown in **Annex F**.

Feedback received at this stage was considered, and resulted in a reduction to the extents of the proposed 'no waiting at any time' parking restrictions (see background papers for full details).

The introduction of this parking restriction has the potential to have a small negative impact on nearby streets through the displacement of parked vehicles. However, the number of vehicles involved is small, and displaced parking will tend to move to places where there is least difficulty in parking. It is assumed that residents in adjacent streets will generally be opposed to restrictions which may displace parking to their street. Therefore it is usual practice to only consult the properties which front onto the proposed restrictions and will be directly affected, but to monitor the effects in the wider area after the restrictions are implemented.

In addition to the consultation mentioned earlier, the authority must consult the following organisations when amending a TRO to ensure compliance with the associated regulations; North Yorkshire Police, Fire and Rescue Service, Ambulance Service, Haulage Association, Freight & Transport Association. This was carried out for this proposal.

Options

5. *Option i.* Consider the objection but approve the introduction of the advertised parking restrictions as detailed in **Annex C**.

Option ii. Agree with the objection and approve further consultation.

Analysis

6. The parking restrictions would complement the recently installed layby and reduce parking opportunities, which continue to delay buses and frustrate local residents even with recent the introduction of the layby.

The consultation carried out for the scheme is considered appropriate to the size of the proposals and was aimed at the people directly affected. No objections were received from local residents and no further consultation results have been presented to officers from the Ward Councillors.

The proposed restrictions reinforce guidance in the Highway Code which states – DO NOT park: opposite or within 10 metres (32feet) of a junction, except in an authorised space. Therefore, the introduction should not be considered controversial.

Council Plan

6. The scheme proposals relates to the Council Plan with regards:

- **A Council That Listens To Residents –**

The scheme was developed to address residents concerns and throughout the scheme development residents have been consulted and the proposals amended based on comments received.

Implications

7. This report has the following implications:

- **Financial** - The cost of introducing the restrictions is approx £500. This is affordable from the BBAF 15/16 programme.
- **Human Resources (HR)** There are no human resources implications.
- **Equalities** There are no equalities implications.
- **Legal** There are no legal implications.
- **Crime and Disorder** There are no crime and disorder implications.
- **Information Technology (IT)** There are no IT implications.
- **Property** There are no property implications.
- **Other**

Risk Management

8. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report

have been identified and described in the following points, and set out in the table below:

9. *Authority reputation* – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon and is assessed at 2.
10. *Stakeholder* – this risk is in connection to local residents being negatively affected by the introduction of the restrictions and is assessed at 8.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Remote	2
Stakeholders	Minor	Unlikely	8

11. The highest of the risk scores, fall into the 6-10 category and means the risk has been assessed as being “Low”. This level of risk requires regular monitoring, which would be undertaken as part of the regular review of traffic regulation orders within the authority.

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
 01904 553496

Chief Officer Responsible for the report:
Neil Ferris
Acting Director CES

Report Approved



Date 5 January 2016

Specialist Implications Officer(s)

Jayne Close
Principal Accountant (CANS & CES Finance)
Tel No. 01904 554175

Wards Affected: *Clifton*

All

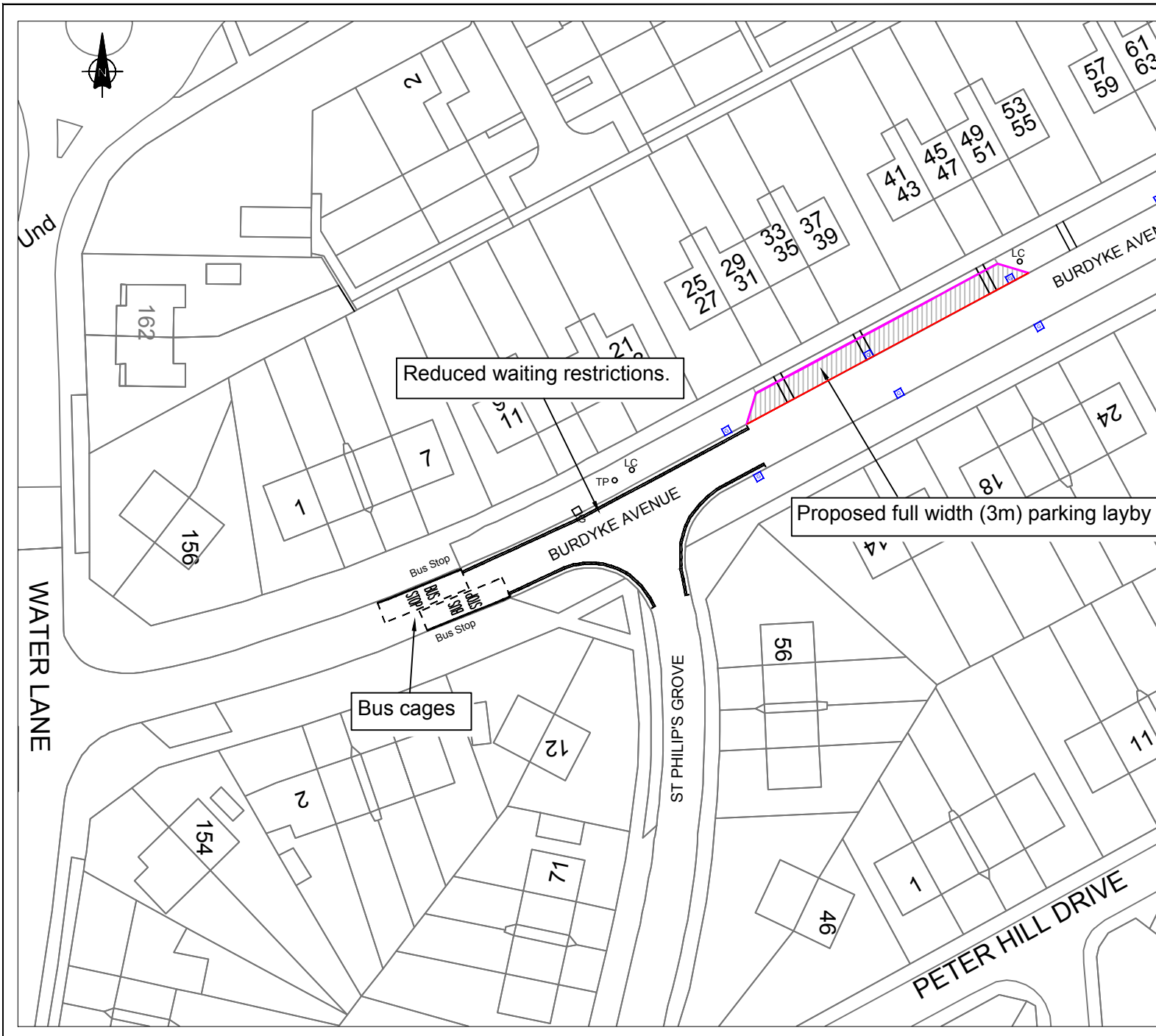
For further information please contact the author of the report

Background Papers:


Director Decision Session – 2 February 2015 Burdyke Avenue Improvement Scheme

Annexes

- Annex A Approved scheme plan
- Annex B Email record – Sarah Tanburn Decision
- Annex C TRO consultation documents including plan
- Annex D Consultation Area
- Annex E Objection Letter
- Annex F Original Consultation Extents



KEY

 Proposed double yellow line no waiting at any time parking restrictions.

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Outline Design

Revision	By	Checked	Approved	Date	Description



CITY OF YORK COUNCIL
 Highways – Transport Projects and Delivery Team
 See Dept. Head Court, James Street, York, YO1 3DS
 www.york.gov.uk

Project
 BBAF
 Burdyke Avenue - Improvement Scheme

Drawing
 Burdyke Avenue
 Layby and Reduced Parking Restrictions
 Outline Design

Drawn by BP **Date:** 29/01/2015

Checked by **Date:**

Authorised by **Date:**

Drawing No. TP/140009/GA/002 **Revision**

Drawing Scale: 1:500 **A3**

CAD Filename: **Plot Scale:**

ANNEX A

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Potter, Ben

From: Tanburn, Sarah
Sent: 08 June 2015 16:39
To: Ridge, Julian
Cc: Potter, Ben; Mercer, David; Ferris, Neil; Clarke, Tony(Transport Planning); Bradley, Andrew; Carter, David; Page, Matthew; Simpson, Shirley
Subject: RE: Emailing: Director Decision Sheet - DCS58 - Burdyke Avenue - Improvement Scheme 020215.docx.pdf

Julian,

I do not appear to have replied to this, for which I apologise.

I am content for this to proceed if it hasn't already.

Please could you ensure Shirley gets copied into such requests as she is essential in the process of keeping track and recording properly.

Sarah

-----Original Message-----

From: Ridge, Julian
Sent: 12 May 2015 11:54
To: Tanburn, Sarah
Cc: Potter, Ben; Mercer, David; Ferris, Neil; Clarke, Tony(Transport Planning); Bradley, Andrew; Carter, David; Page, Matthew
Subject: FW: Emailing: Director Decision Sheet - DCS58 - Burdyke Avenue - Improvement Scheme 020215.docx.pdf

Dear Sarah,

You may remember the Burdyke Avenue scheme which we discussed at a Decision Session in early February (the paper and decision sheet are attached so you can refresh your memory if need be).

The decision was to press ahead with the scheme - but to delay implementation, and particularly advertising the proposed TRO, until June. You also asked whether it was possible to make the layby longer (though this isn't recorded on the decision sheet). Subsequent to our meeting, we made further utilities investigations and discovered that there is a large electric cable which crosses the verge/footway immediately to the east of where the proposed layby finishes. It isn't possible to extend the layby west, as doing this would conflict with traffic turning in and out of St Philip's Grove. As a result of these factors, the engineers have concluded that it is not possible to provide a longer layby without incurring an unacceptable cost increase.

Consequently, I would like your agreement (or otherwise) on two aspects of the scheme:

1. Are you content to go ahead with the scheme as it is shown in Annex C of the attached paper, given that it isn't possible to have a longer layby (my view as project sponsor is that this is acceptable)?
2. Are you content for us to commence implementation now, specifically advertising the TRO and contacting the utilities companies to arrange stats redirections?

Please could you let me know? I'm happy to discuss any of the above.

Best wishes,

Julian

Julian Ridge | Programme Manager, Better Bus Area Project
t: 01904 552435 | m: 07825 843609 | e: julian.ridge@york.gov.uk

City of York Council | Sustainable Transport Service West Offices, Station Rise |
York | YO1 6GA www.york.gov.uk | [facebook.com/cityofyork](https://www.facebook.com/cityofyork) | @CityofYork

-----Original Message-----

From: Potter, Ben

Sent: 11 May 2015 15:03

To: Ridge, Julian

Subject: Emailing: Director Decision Sheet - DCS58 - Burdyke Avenue -
Improvement Scheme 020215.docx.pdf

Hi Julian,

Director decision sheet for Burdyke Ave attached.

I think just an email to Sarah noting we have look into the extension of the layby and due to the location of the 33kv cable it is not possible once we've covered that I can start ordering the stats diversions.

Cheers,

Ben Potter | Engineer

t: 01904 553496 | e: ben.potter@york.gov.uk

City of York Council | Transport Projects
Hazel Court Eco Depot | James Street | York YO10 3DS



To the Occupiers of:
3 – 25 Burdyke Avenue, 8 – 16 Burdyke
Avenue &
56 St Philip's Grove
York

City & Environmental Services

City of York Council
West Offices
Station Rise
York YO1 6GA

Tel No: 01904 551368
Our Ref: T92/092/7 427
Email: highway.regulation@york.gov.uk

2nd July 2015

Dear Resident

Proposed 'No Waiting at any time' & Bus Stop Clearway restrictions – Burdyke Avenue and St Philip's Grove, York

It is proposed to introduce the 'No Waiting at any time & Bus Stop Clearway restrictions to the extent described in the 'Notice of Proposals' (Notice) overleaf and as set out in the accompanying plan. This is to minimise obstruction and maintain safety at all times, this location being adversely affected by indiscriminate/obstructive parking and having a detrimental effect on existing local bus timetabled services.

Should you require any further information in regard to this item then please contact the project manager Ben Potter, telephone (01904) 553496, email ben.potter@york.gov.uk.

I do hope you are able to support the proposal but should you wish to object then please write, giving your grounds for objection, to the Assistant Director (Highways, Transport and Waste) at the address shown on the 'Notice of Proposals', to arrive no later than the date specified in the Notice.

Yours sincerely

Alistair Briggs
Traffic Engineer - Network Management

Encs: Notice of Proposals and Plan

cc Councillors – Cllr Danny Myers, Cllr Margaret Wells

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (No 14/11)
TRAFFIC ORDER 2015

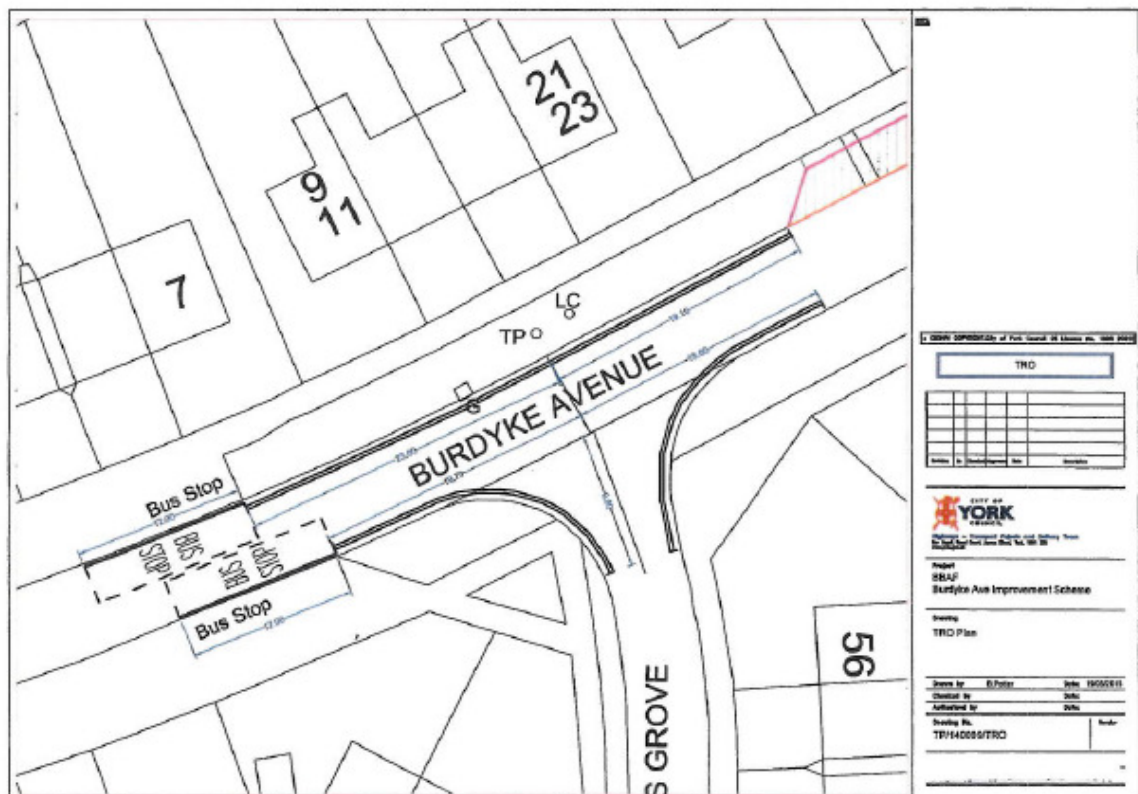
Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9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

1. Introducing 'No Waiting at any time' restrictions in York as follows:
 - (a) Burdyke Avenue, on its:
 - (i) north side, from the projected centreline of St Philip's Grove east for 19 metres and west 23.5 metres,
 - (ii) south side, from the said line east for 18.5 metres and west 19.5 metres,
 - (b) St Philip's Grove, on both sides, from the projected southern kerbline of Burdyke Avenue south for 10 metres.
2. Introducing Bus Stop Clearways in Burdyke Avenue, York, on its:
 - (a) north side, from a point 23.5 metres west of the projected centreline of St Philip's Grove west for 12 metres,
 - (b) south side, from a point 19.5 metres west of the projected centreline of St Philip's Grove west for 12 metres.

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 the 24th day of July 2015.

Dated 3rd July 2015

Assistant Director (Highways, Transport and Waste)
West Offices, Station Rise, York, YO1 6GA
Email: traffic.heslington@york.gov.uk



CITY OF YORK COUNCIL
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (No 14/11)
TRAFFIC ORDER 2015
STATEMENT OF REASONS

City of York Council, in furtherance of their policy of minimising obstruction and congestion and improving road safety and local amenities whilst at the same time balancing residential and commercial considerations, are satisfied that it is desirable to:

1. Introduce waiting restrictions to improve safety at the locations set out in paragraphs 1, 2 and 3 of the 'Notice of Proposals' (Notice) those locations being adversely affected by indiscriminate/obstructive parking with those restrictions described at Paragraph 4 being formalised thereby making enforceable existing double yellow line road markings having only advisory effect.
2. Introduce Bus Stop Clearway restrictions to improve safety at the location set out in paragraph 5 of the Notice this location being adversely affected by indiscriminate/obstructive parking and having a detrimental effect on existing local bus timetabled services.

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (No 14/11)
TRAFFIC ORDER 2015

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 York as follows:
 - (a) Broadway, on its:
 - (i) south side, from the projected centreline of Broadway Grove west for 15 metres and east for 15 metres,
 - (ii) south side, from the projected western kerblines with Heslington Lane west for 190 metres,
 - (iii) north side, between the projected eastern kerblines with Hollands Road and the projected eastern kerblines with Heslington Lane,
 - (b) Broadway Grove, on both sides, from the projected southern kerblines of Broadway south for 12 metres,
 - (c) Burdyke Avenue, on its:
 - (i) north side, from the projected centreline of St Philip’s Grove east for 19 metres and west 23.5 metres,
 - (ii) south side, from the said line east for 18.5 metres and west 19.5 metres,
 - (d) St Philip’s Grove, on both sides, from the projected southern kerblines of Burdyke Avenue south for 10 metres.
2. Introducing ‘No Waiting at any time’ restrictions in Fulford as follows:
 - (a) Heath Moor Drive, on its:
 - (i) north side, from the projected northern kerblines with Heslington Lane south east for 30 metres,
 - (ii) south side, from the projected southern kerblines with Heslington Lane south east for 50 metres,
 - (iii) south west side, between the projected north western kerblines with Heslington Lane and the projected south eastern kerblines with Heslington Lane,
 - (b) Heslington Lane, on:
 - (i) both sides of the grassed central verge area, between the projected southern property boundary line of No 96 Heslington Lane and the projected northern kerblines with Heath Moor Drive,
 - (ii) its west side, from the projected southern kerblines with Broadway south for 65 metres,
 - (iii) its south east side, between a point 7 metres north of the projected south western property boundary line of No 134 Heslington Lane and the projected north eastern property boundary line of No 136 Heslington Lane,
 - (iv) its east side, between the projected southern kerblines with Broadway and the projected northern kerblines with Heath Moor Drive,
 - (v) its north side, from its roundabout controlled junction with Broadway (including the roundabout) north east for 350 metres (terminal point of existing ‘No Waiting at any time’ restrictions),
 - (vi) its south side, between its roundabout controlled junction with Broadway and the projected north eastern property boundary line of Fulford Golf Club,

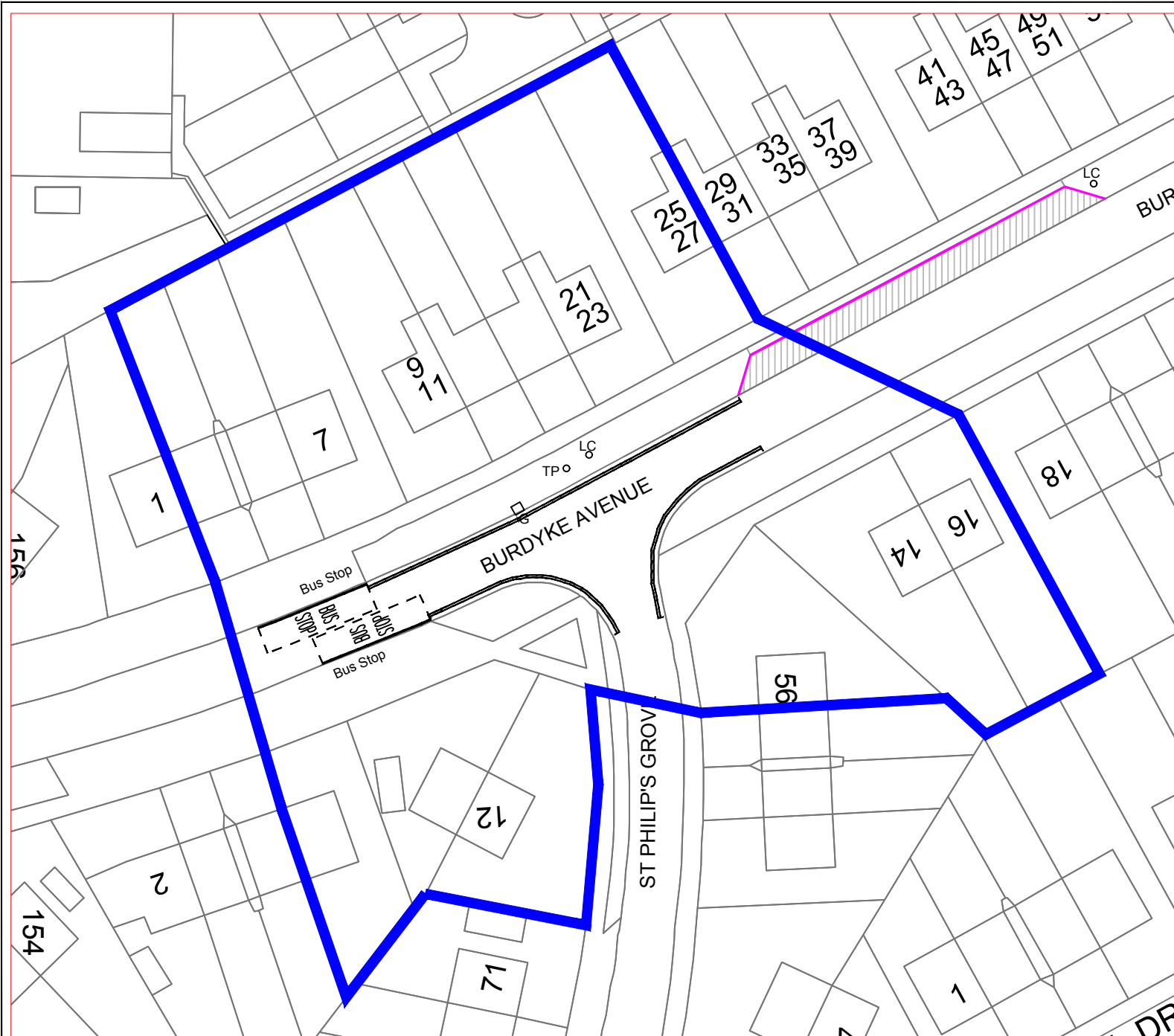
- (c) Mitchel's Lane, on both sides, from the projected southern highway boundary line of Heslington Lane south for 10 metres.
3. Introducing 'No Waiting at any time' restrictions in Heslington Lane, Heslington, on its:
 - (a) north side, from the centreline of Newton Way east for 8 metres (terminal point of existing 'No Waiting at any time' restrictions),
 - (b) south side, from the projected north eastern property boundary line of Fulford Golf Club north east for 163 metres (terminal point of existing 'No Waiting at any time' restrictions).
 4. Amending the traffic regulations to formalise the existing 'on street' layout of waiting restrictions in Heslington Lane, Fulford and Heslington Lane, Heslington.
 5. Introducing Bus Stop Clearways in Burdyke Avenue, York, on its:
 - (a) north side, from a point 23.5 metres west of the projected centreline of St Philip's Grove west for 12 metres,
 - (b) south side, from a point 19.5 metres west of the projected centreline of St Philip's Grove west for 12 metres.

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 the 24th day of July 2015.

Dated 3rd July 2015

Assistant Director (Highways, Transport and Waste)
West Offices, Station Rise, York, YO1 6GA
Email: traffic.heslington@york.gov.uk

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TRO

Revision	By	Checked/Approved	Date	Description



Highways – Transport Projects and Delivery Team
 One Dugby, Hazel Court, James Street, York, YO11 2SS
www.york.gov.uk

Project
 BBAF
 Burdyke Ave Improvement Scheme

Drawing
 TRO Consult Area Plan

Drawn by B.Potter **Date:** 11/11/2015

Checked by **Date:**

Authorised by **Date:**

Drawing No. TP/140009/TRO/02 Revision

Drawing Scale: NTS A3

CAD Filename: **Plot Scale:** 1:00

ANNEX D

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Page 19
Cllrs Danny Myers and Margaret Wells
Labour - Clifton Ward

Alistair Briggs
 Traffic Engineer – Network Management
 City & Environmental Service
 City of York Council
 West Offices
 York
 YO1 6GA



e: cldr.dmyers@york.gov.uk
cldr.mwells@york.gov.uk
twitter.com/labouryork
facebook.com/labouryork
 a: Clifton Labour
 59 Holgate Road
 York
 YO24 4AA

24th July 2015

Dear Alistair Briggs,

We wish to object to the proposed 'No Waiting at any time' on Burdyke Avenue. With reference to the Notice of Proposals issued on 3rd July, 2015; we are particularly concerned that the residents of Burdyke Avenue and the surrounding streets have not been fully consulted regarding point 1 (a)(i) We believe this has the potential to create further problems, rather than solving the issue of parked cars. And could have a knock on effect for residents in Burdyke Avenue and the surrounding streets.

You will recall the residents of Burdyke petitioned York Council last year in an effort to address the issue parking and following this the Council agreed to make provision for six designated parking spaces. This has not yet been implemented.

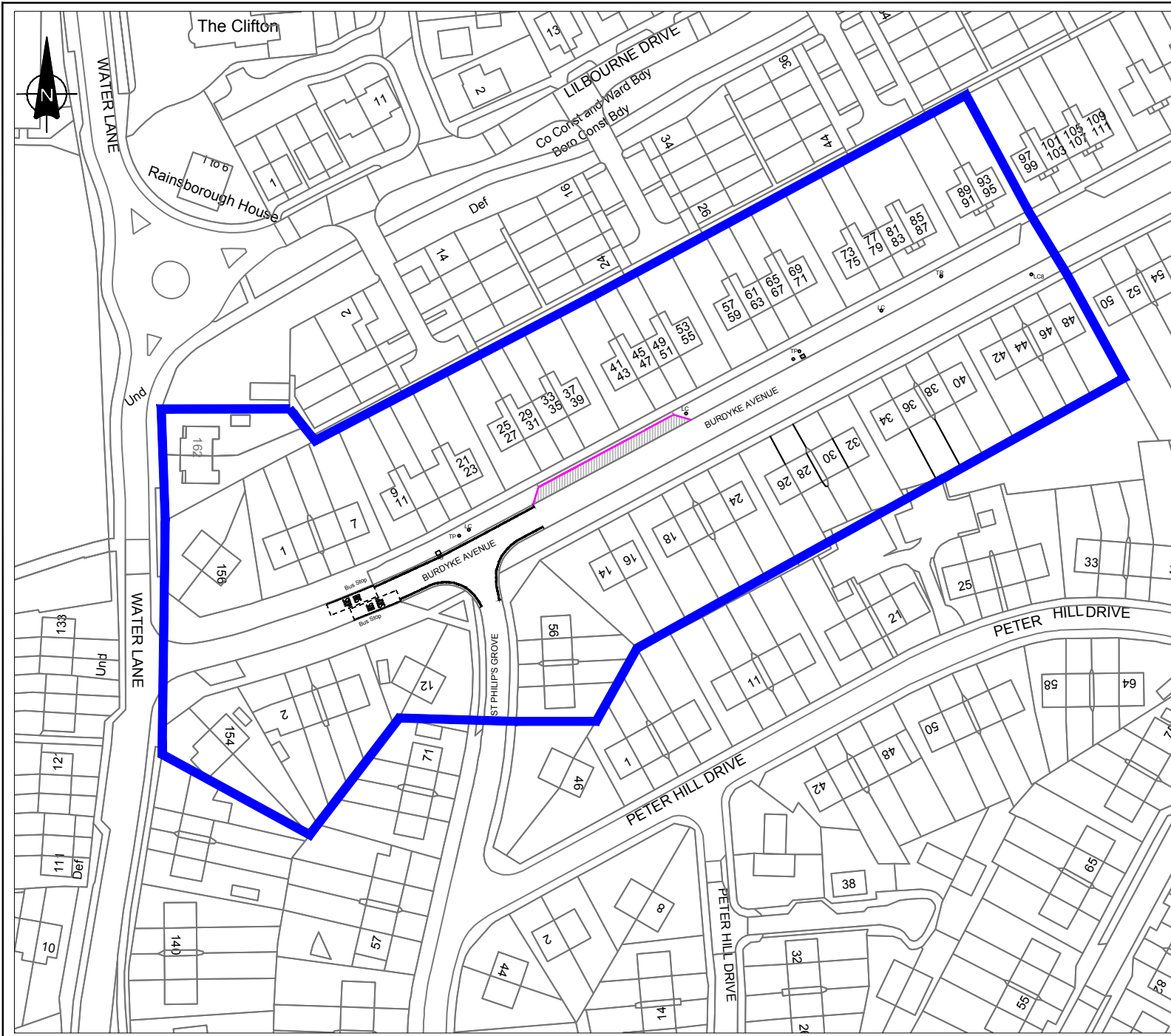
We do not consider there has been adequate consultation about the new proposals. Street parking affects all of Burdyke Avenue and the surrounding streets not just the occupiers of 3-25 Burdyke Avenue, 8-16 Burdyke Avenue & 56 St Philip's Grove. If the proposals go ahead and residents living in these premises are unable to park outside their homes they will look for neighbouring places to park, affecting other residents who are unaware of these proposals and therefore have not been given an opportunity to raise their concerns with the council.

At this stage we do not oppose the proposals, rather, we ask for additional time to consult with residents, and other interested parties such as First York, the city highways planners and the Chief Officer of Police. After which, we would be in a position to provide a clear indication of our support or opposition.

Yours sincerely,

Cllrs Danny Myers and Margaret Wells
 Labour – Clifton Ward

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01/15

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TRO

Revision	By	Checked/Approved	Date	Description



Highways – Transport Projects and Delivery Team
 One Boppy, Hazel Court, James Street, York, YO1 1 3JF
www.york.gov.uk

Project
 BBAF
 Burdyke Ave Improvement Scheme

Drawing
 Residents Consult Area Plan

Drawn by B.Potter **Date:** 11/11/2015

Checked by **Date:**

Authorised by **Date:**

Drawing No. TP/140009/TRO/02 **Revision**

Drawing Scale: NTS **A3**

CAD Filename: **Plot Scale:** 1:00

ANNEX F

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**Decision Session – Executive Member for
Transport and Planning**

14 January 2016

Report of the Director of City and Environment Services

Variable Message Sign Refurbishment Programme

Summary

1. This report presents a plan for the refurbishment of the 46 highway VMS (Variable Message Signs) currently installed around the City.
2. The VMS, which are installed around the inner and outer ring roads and on the main radial routes into the City are provided to give car park guidance, route planning and incident information and campaigning messages to drivers.
3. Due to their age, many of the VMS have fallen into disrepair and are not operational. Additionally the technology used is now largely obsolete making repair of the signs in their current form difficult and expensive.
4. Investigation has been underway during 2015/16 into options for refurbishment and future operation of the VMS and this report presents the outcome of this work.

Recommendations

5. The Executive Member is requested to :
 - i. Subject to budget approval by Full Council, allocate £70,000 for each of the years 2016/17 and 2017/18 from LTP Funding to allow the refurbishment of the 20 car park guidance VMS.

- ii. Undertake the 'mothballing' of the 20 Outer Ring Road VMS to allow their possible re-use as part of Outer Ring Road Development proposals to be considered.

Reason: To ensure the appropriate allocation of funding to the provision of transport technology.

Background

6. There are 46 VMS installed on the highway in York, which fall into three groups;
 - 20 'Free Text' 4x15 character signs on the Outer Ring Road
 - 6 'Free Text' 4x15 character signs on the approaches to the Inner Ring Road
 - 21 'Insert' signs with 6 character panels inserted into sign faces, used for car park guidance
7. The signs were installed between 1998 and 2003, and therefore are now, in terms of their electrical components, beyond the end of their life. In most cases this has resulted in the signs being inoperative and only a small number of the VMS are currently working. Additionally, their age means that much of the componentry used in them is now obsolete. The physical hardware of the signs, (poles, foundations, enclosures etc), are generally in good condition and capable of many years more use.
8. Development work has been underway during 2014/15 to find a cost effective solution to allow the signs to be brought back into use. An initial project undertaken with Simulation Systems Ltd to undertake minimal repair work on three signs in-situ did not prove successful but a more recent project involving removing four signs to the factory of Swarco Ltd and installing a new 'technology package' into the enclosure has proved successful. This approach addresses both the problems of sign failure and obsolescence and effectively results in a new sign being inserted into the existing, sound, enclosure. It has also provided an opportunity to develop a standard specification for delivering the refurbishment of the remaining VMS.

Consultation

9. No specific consultation has been undertaken for this scheme, which is considered to be primarily a technical project to refurbish existing equipment.

However, it is known from previous public research that the VMS, particularly those used for car park guidance are highly valued by drivers.

Options

10. The design and development Swarco have undertaken has involved taking four signs, representing the four technically distinct variants in use in York and developing a standard technology package that can be retro-fitted into each of them and potentially used more widely within the rest of the VMS estate. Rolling this out across the full estate would result in a much more homogeneous asset which could be maintained and operated cost effectively for many years to come.
11. The cost per sign of the Swarco approach is likely to be around £6000. This, with some allowance for contingencies would result in a total cost of around £275,000 to complete the full estate, (less the four signs treated as part of the development process). It is recognised therefore that a range of options needs to be considered in deciding how to move forward with this.
12. There is a budget of £90,000 available in the 2015/16 capital programme, and this has funded the development work to date and will also fund the first of the refurbishments in the delivery phase of this project. At present it is envisaged that this will allow for the repair of an additional six to eight VMS. It is proposed to use this funding to treat the six Inner Ring Road Free Text signs as these have a strong utility value both in directing traffic to available car parking spaces, (car park guidance) and in providing tactical and strategic messaging useful for traffic approaching the Inner Ring Road.
13. Beyond this investment, there is a clear option to either refurbish the other two groups of VMS or remove them. A proposal is presented below for each of these VMS groups;

Car park guidance Insert signs

14. These signs form a complete and encompassing network of guidance signs for the off street car parks in York city centre. When operational it was shown through user research that they were well received and well used. It is considered that even with the advances in in-car information (satellite navigation, etc), there will be a need for road side car park guidance in years to come and so these signs continue to have a useful role to play.
15. It is proposed that subject to budget approval by Full Council, £70,000 is allocated for each of the years 2016/17 and 2017/18 (£140,000 in total), to allow their refurbishment to take place. It is not considered that removal of these signs is advisable at this stage, given their ongoing usefulness.

Outer Ring Road Free Text Signs

16. These signs are placed at strategic locations around the Outer Ring Road and the radial routes approaching it. They are primarily designed for tactical and strategic messaging and inform drivers of delays, roadworks, incidents and accidents on the road network. They are also used for campaigning message as appropriate. Their use when operational was limited by the lack of dedicated staff within CYC to write messages to them and manage their operation.
17. It is considered that their usefulness is now reduced by the increasing reliance of drivers in sat-nav and in-car systems when on longer distance journeys. It is recognised that with the potential for major upgrading works on the Outer Ring Road, the need for a network of VMS will increase and on this basis removal of the signs now might be a false economy, even though the present utility is limited.
18. It is recommended therefore that these VMS are not refurbished at the moment, but minimal works are undertaken to ensure they suffer no further degradation. This will provide the opportunity, should funding for Outer Ring Road improvements come available to include their refurbishment as preparatory works in recognition of their specific value to this scheme. An amount of £10,000 should be allocated in the 2016/17 capital programme to facilitate this 'mothballing' activity.

Analysis

19. To date, two options have been investigated for the refurbishment of the VMS. Firstly the in-situ on site treatment of the signs by Simulation Systems Ltd was trialled. Although this did result in the four trial VMS being brought back into use, it did not establish a standard that could be easily applied to the remaining signs and at over £10,000 per sign, proved expensive.
20. The second option, offered by Swarco Ltd to remove the signs to their factory and insert a pre-assembled technology package in to the existing sign enclosure has proved successful. This approach offers a high quality standardised format for ongoing sign refurbishment and at a cost of around £6,000 per sign is considered to be cost effective.
21. By trialling two different approaches to VMS refurbishment from the only two companies in the UK qualified to undertake this type of work, we have identified the best approach for delivering this project. The successful trial undertaken by Swarco has allowed a design and specification to be developed that will be suitable for procuring the refurbishment of the remaining VMS.
22. Recently, changes to UK accreditation for highways equipment has lead to the formation of an organisation called TOPAS (Traffic Open Products and Specifications). This organisation holds the national specifications that must be adhered to when placing equipment on the highway and are also responsible for accrediting equipment suppliers. Currently, only two suppliers are accredited to provide equipment to TOPAS specification 2516B, the standard for LED based highway VMS.
23. It is proposed therefore to use the specification developed during the trial and invite the two TOPAS-2516B accredited suppliers to tender for the refurbishment of the remaining VMS.

Costs

24. For a three year refurbishment programme, the yearly costs and delivery requirements would break down as shown in Table 1 below;

Allocated Budget 2015 – 2016	Proposed budget 2016 - 2017	Proposed budget 2017 - 2018
£ 000's	£ 000's	£ 000's
90	80*	70
*(allocation includes £10k to mothball outer ring road VMS in addition to the £70k allocation for refurbishment works)		

Table 1 – Refurbishment costs and profile

25. This allocation of £80k in 2016/17 and £70k in 2017/18 will be funded from the Local Transport Plan Capital Programme.

Council Plan

26. This proposal will allow the Council to deliver a better service to residents and visitors by ensuring the availability of important car parking and incident information to drivers in the City.
27. This will in turn increase the efficiency of the road network within the City to the benefit of public transport, car drivers and pedestrians and cyclists.
28. It will bring back into use an important asset for traffic management in a manner that is sustainable and ensure this equipment is able to operate for many years to some in a cost effective and affordable manner.

Implications

Financial

29. The costs for this proposal will be around £240,000, over three years. Of this, £90,000 for VMS refurbishment trials is already allocated and being spent in the capital programme for 2015/16.

30. It is proposed that the remaining amount of £150k will be drawn from the Council's Local Transport Plan (LTP) Integrated Transport Block capital allocation for the years 2015/16 and 2016/17. The LTP Integrated Transport Block allocation to the Council from the Department for Transport is £1.57m each year up until 2020/21 (2016/17 -2017/18 confirmed, 2018/19 – 2020/21 indicative).
31. Investing this capital in the VMS equipment will have a direct financial impact in reducing the Council's yearly revenue spend on traffic equipment maintenance by around £10,000 per annum, compared to the yearly maintenance costs previously paid. This will be possible by reducing the number of VMS in use (through the mothballing of the outer ring road signs) and because the new technology package will be significantly cheaper to maintain than the signs currently are.

Human Resources (HR)

32. No HR implications anticipated

Equalities

33. No equalities implications anticipated

Legal

34. There is a need to ensure that Contract Procurement Rules and relevant procurement laws are followed in letting the contracts necessary for the delivery of this work. The UK market is limited due to there currently being only two accredited UK providers. Therefore it is proposed to procure the refurbishment of the remaining VMS by inviting the two suppliers to provide tenders based on the specification developed as part of the successful Swarco trial.

Crime and Disorder

35. No Crime and Disorder implications anticipated

Information Technology (IT)

36. The implementation of refurbished VMS will facilitate the further roll out of communications based on the Council's private fibre and public Wi-Fi infrastructure. Continuing this work, which has been undertaken at numerous traffic signal sites already, will see more sites removed from costly BT provided mobile communications solutions and migrated to CYC controlled networks, saving additional revenue for the Council.

Property

37. No Property implications anticipated

Other

38. No other implications anticipated

Risk Management

Risks associated with not adopting this proposal;

Risk – Reputational impact to CYC of continuing to have inoperative VMS on the highway network.

Mitigation – Refurbishment will ensure the core network of VMS are operational and will establish a clear reason for the continued non-operation of the outer ring road VMS.

Risk – Inability to use the VMS seriously detracts our ability to manage the highway network effectively.

Mitigation – Refurbishment will ensure the core network of VMS is operational. Particularly in the case of the car park guidance system, this will ensure more effective use of the car parks and reduced levels of use of the inner ring road by traffic searching for parking spaces.

Risk – Inefficient use of the city centre car parking estate due to lack of effective guidance system.

Mitigation – Refurbishment will ensure the core network of VMS are operational and the car park guidance system can be brought back into use.

Risks associated with adopting this proposal

Risk – Costs of refurbishment may be hard to control, given the specialist nature of the works required.

Mitigation – Detailed investigation and concept trialling with the both suppliers operating in the UK has lead to the development of a standardised solution with regularised costs.

Risk – Ability of the chosen supplier to deliver the work required to agreed timescales and ensure that the capital funding is spent.

Mitigation – The work undertaken to date has developed a standardised technology package which can easily be replicated. This will limit the risks associated with delivery of this scheme. Additionally, the work undertaken to date on the trial refurbishment means the detailed delivery programme is already understood and an order for the work can be placed at the beginning of the new financial year. This will maximise the time available to the supplier to deliver the work within the timescale required.

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**Report
Approved**

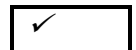


Date 01/01/2016

Specialist Implications Officer(s) *None*

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

All



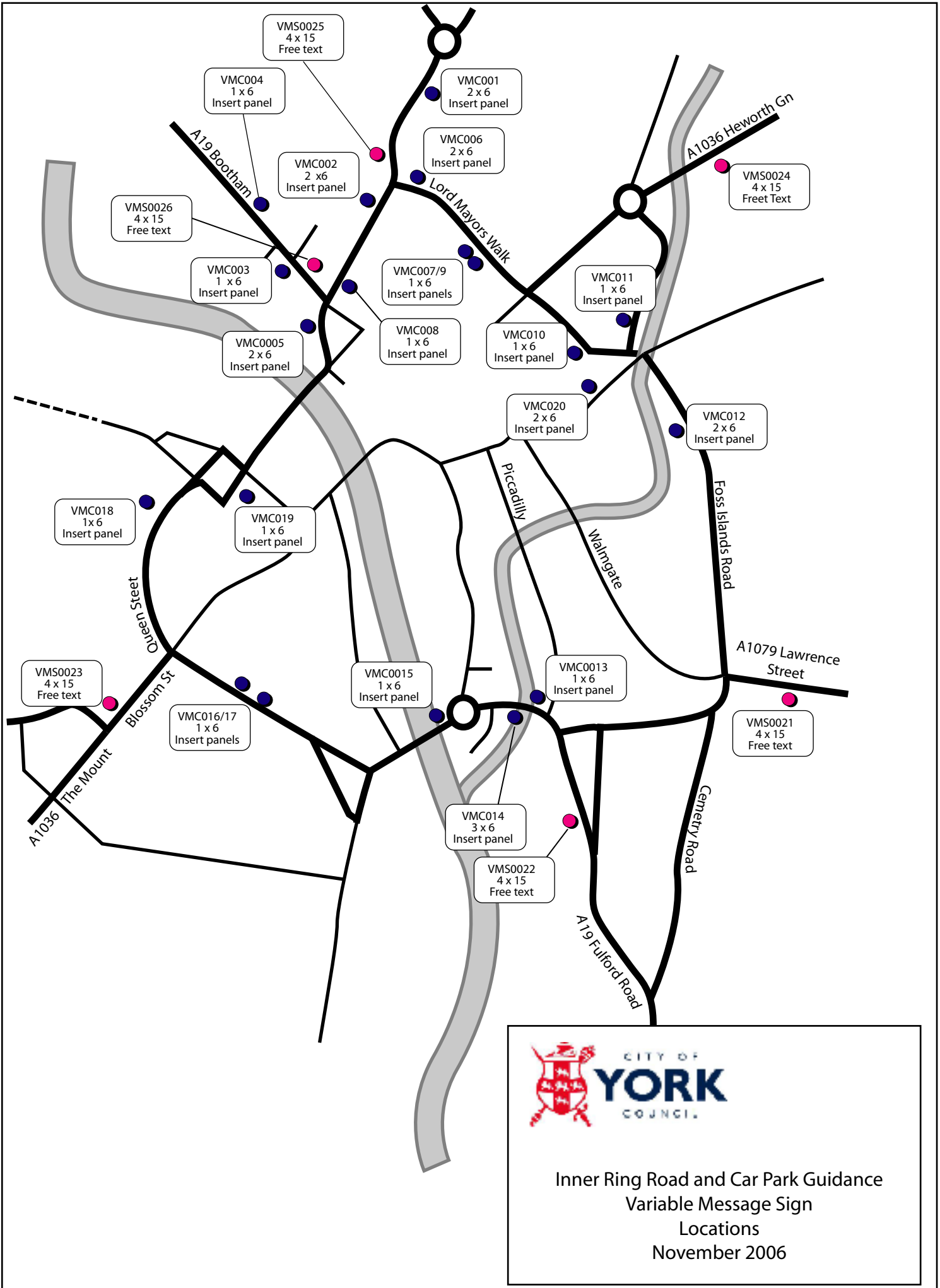
For further information please contact the author of the report

Background Papers:


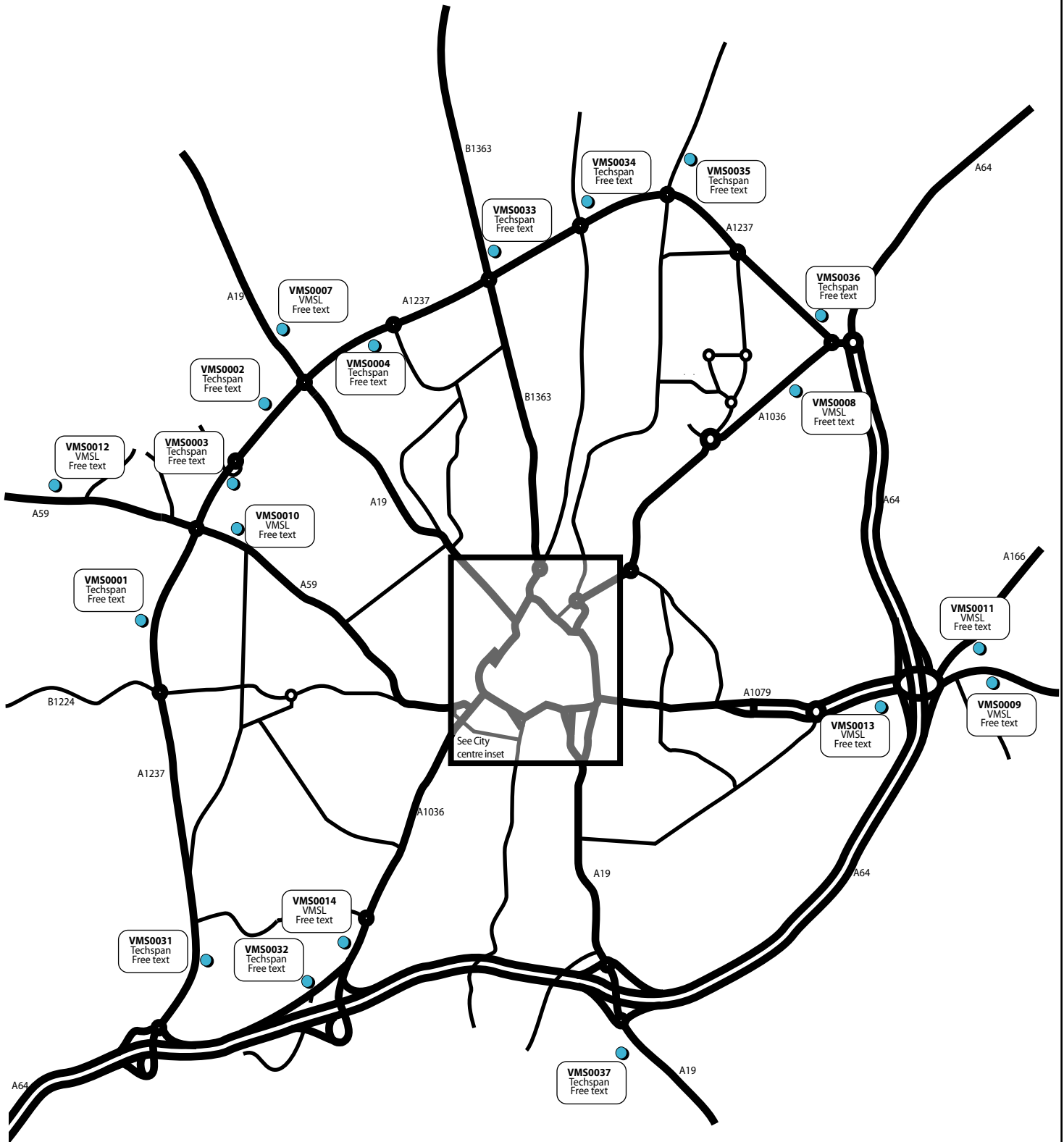
Annexes

Annex 1- Plan showing location of Inner Ring Road VMS

Annex 2- Plan showing location of Outer Ring Road VMS



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CITY OF YORK
COUNCIL

Outer Ring Road Variable Message Sign Locations

November 2006

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