

**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Thursday, 19 September 2019

Time: 2.00 pm

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

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm** on **Monday 23 September 2019**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 17 September 2019**.

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 may have in respect of business on this agenda.

2. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 18 September 2019**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

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

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

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 (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/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

3. Cycle Route Winter Treatment Pilot (Pages 1 - 32)

This report seeks to develop a pilot providing winter treatment on a defined off adopted highway cycle route as part of the regular winter treatments.

**4. Hempland Avenue Speed Management Scheme (Pages 33 - 38)
- Update**

This report summarises the results of consultation with regard the speed management scheme at the junction of Hempland Avenue and Hempland Lane and asks the Executive Member to decide how to proceed with the scheme.

**5. Residents Parking Petitions: Bishopthorpe (Pages 39 - 64)
Road (part), Rectory Gardens, Kilburn Road,
Wellington/Gordon/Willis/Wolsey Streets,
Longfield Terrace (part), Lower Ebor Street
(part) and the Revival Estate**

To report the receipt of seven petitions and determine what action is appropriate in each case.

6. Urgent Business

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

Democracy Officer:

Michelle Bennett

Contact details:

- Telephone – (01904) 551573
- Email - michelle.bennett@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

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 19 September 2019

Report of Assistant Director Transport, Highways and Environment

Cycle Route Winter Treatment Pilot

Summary

1. This report seeks to develop a pilot providing winter treatment on a defined off adopted highway cycle route as part of the regular winter treatments.
2. The pilot will trial practical treatment options and establish a cost base for further consideration by members as to whether to make a larger cycle route treatment a permanent part of the council's winter gritting programme.

Recommendations

3. The Executive Member is asked to approve:
 - (i) Option 1: A limited pilot of winter treatment on cycle routes that are not currently treated as per the map in Annex A.
 - (ii) The reviewed winter maintenance plan as found in Annex B

Reason: To confirm the council's formal winter maintenance plans and enable the council to trial different treatment options and their effectiveness to reduce risks for those walking and cycling.

Background

4. The aim of the winter maintenance service is, as far as is reasonably possible, to allow the safe movement of traffic, pedestrians and cyclists, on York roads, footways and cycleway during times of adverse winter weather. It also seeks to keep delays and accidents to a minimum.

5. This is done through precautionary treatment undertaken before ice forms or snow settles on the highway. The precautionary treatment is currently only to footways and carriageways on the defined network, which excludes some footways and cycle ways that are off vehicular highways.
6. The current policy states cycle routes will be treated as directed by the Winter Maintenance Duty Officer, this will only occur when there are available resources and materials.
7. In effect this means cycle routes on roads are treated but those off the main highway network are rarely treated.
8. For the coming winter season a pilot is proposed that would undertake treating a defined section of York's cycle route that is off vehicular highways.
9. The defined route is detailed in (Annex A). The route has been prepared with the Councils cycling officer to identify well used sections of the cycle network but also to ensure that the route works operationally without major modification to infrastructure such as gates etc.
10. The service will operate with two different vehicles a quad bike and a gator type machine
11. The route will be approximately 18km starting and finishing from Hazel Court James Street. To maximise the benefit of the route it is proposed to treat the foot bridges along the route.
12. Typical salt and grit treatments are less effective on cycle networks as they require the action of vehicle tyres to work them into any snow or ice. Whilst cars and Lorries generally follow the same tyre path. Cycle tyres are much thinner and therefore these typical treatments are less effective.
13. This has determined the need for two footpath vehicles and alternative treatment solutions, we will select a solution which is non corrosive for the treatment of the bridges. The rest of the route will be treated with a brine solution.
14. To deliver the service new vehicles will need to be added to the council's fleet, these will be non typical vehicles such as a quad bike and gator. For the pilot these will be hired rather than purchased.

15. This pilot will not formally be part of the Councils Winter Service Plan, but will run alongside as a pilot. After the winter the pilot will be assessed and considered for formally incorporating into the Winter Service Plan.

Consultation

16. The priority cycle route selected has been determined seeking advice and consultation from internal sources, and an external list of e-mails received by the walkcycle.winter.maintenance@york.gov.uk e-mail address that was set up in mid-January 2019.

Replies received from 7 sources

Jubilee Terrace to Scarborough Bridge (6 replies)

Post Office Lane & Scarborough Bridge ramps (1 reply)

Millennium Bridge approaches including Butcher Terrace, Hospital Fields Road ramp and Maple Grove link (2 replies)

Foss Islands Path (former railway) (1 reply)

This e-mail address was sent to York Bike Belles and York Cycle Campaign.

Options

17. Option 1: - Undertake a limited pilot focusing on the busier sections of the network than can be treated without work to the infrastructure to allow access. This is the recommended option.
18. Option 2: - To incorporate winter treatment of cycle-ways into the winter maintenance plan. This is not the recommended option.
19. Option 3: - Do nothing. This is not the recommended option.

Analysis

20. Option 1 allows the Council to pilot the equipment and treatments in developing an off vehicular highway cycle winter maintenance plan to assess effectiveness and develop a better understanding of the cost implications.
21. Option 2 would require greater work to prepare the network for access by treatment vehicles.

22. Option 3 would not address issue of winter maintenance for off adopted highway cycle-ways.

Council Plan

23. The pilot of winter maintenance meets the emerging Council Plan outcome of Getting around Sustainably

Implications

24. The following implications have been considered:

- **Financial** – The cost of the pilot is estimated to be £42k. This will be met by the current winter maintenance budget which is £401k. By its nature the winter maintenance budget is not predictable, in 2018/19 there was an underspend of £61k. Should this not occur in 2019/20 there is a winter maintenance contingency available of £258k, in addition to the annual budget, which could be utilised. The ongoing budget impact following the trial will need to be considered as part of the annual budget process.
- **Legal** - The council has a statutory obligation under Section 41 of The Highways Act 1980 to maintain the highway. Section 150 of the Highways Act 1980 also imposes a duty upon authorities to remove any obstruction on the highway resulting from “accumulation of snow or from the falling down of banks on the side of the highway or from any other cause”. The Railways and Transport Safety Act 2003 inserted Section 41 to the Highways Act, to place a duty on the highway authority to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. (Note, that this is not an absolute duty given the qualification of ‘reasonable practicability’ and that the description ‘highway’ applies to both carriageways and footways). The Council therefore has a plan of priority and secondary routes in order to provide and an effective and efficient winter maintenance service.

Risk Management

25. A pilot to treat the off adopted highway cycle-ways as part of the winter maintenance
26. The proposed option is compliant with the Council’s risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:

27. Authority reputation –This risk is in connection with the public perception of the Council if the recommended scheme does not significantly manage the route so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

Contact Details

Author:

Bill Manby
Head of Highways and Fleet
Tel No. 01904 553233

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director, Transport, Highways
and Environment

Report **Date** 9 September 2019
Approved

Wards Affected: All

For further information please contact the author of the report

Annexes

Annex A – Cycle Winter Maintenance Pilot Plan

Annex B – Winter Service Plan

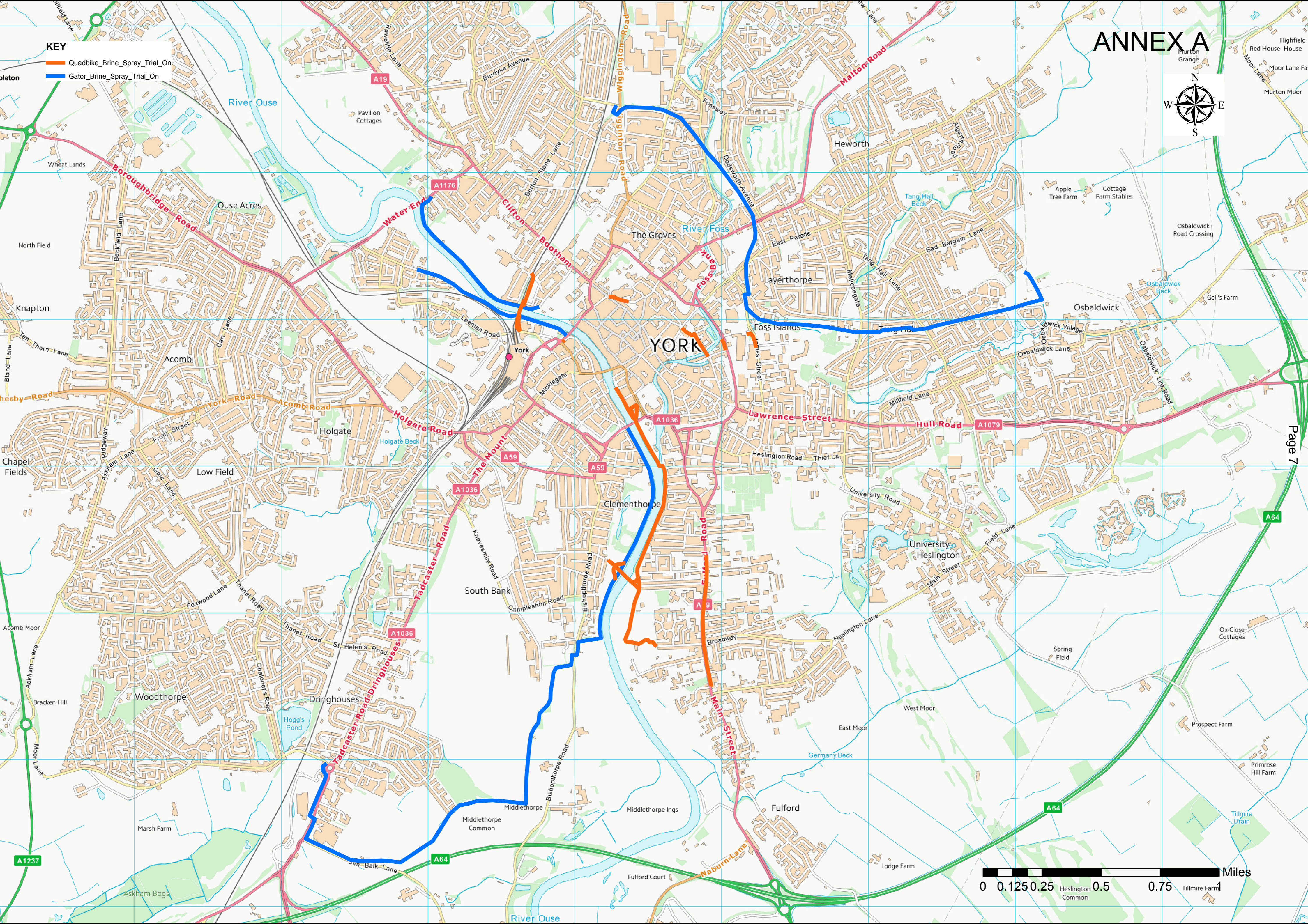
This page is intentionally left blank

ANNEX A



KEY

- Quadbike_Brine_Spray_Trial_On
- Gator_Brine_Spray_Trial_On



This page is intentionally left blank



City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 1

Highway Maintenance Services

Winter Service Plan

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 2

This document is available on the the Council's website and will be updated as amendments are made.

First Issue September 2015
This Version: 1.2 Issued November 2019.

| Section | Contents | |
|---------|---|--|
| | Table of Amendments | |
| 1 | Foreword | |
| 2 | Introduction | |
| 3 | Legislation and Guidance | |
| 4 | Objectives, Resilience and Efficiencies | |
| 5 | Weather Forecasting and Monitoring | |
| 6 | Precautionary Salting | |
| 7 | Network Users and Promoted Facilities | |
| 8 | Salt Management | |
| 9 | Critical Salt Levels Emergency Plan | |
| 10 | Salt / Grit bins | |
| 11 | Operational Arrangements with Partners | |
| 12 | Winter Service Operational Plan | |
| 13 | Communications and Publicity | |
| 14 | Co-ordination and Collaboration | |
| 15 | Staff Training and Development | |
| 16 | Mutual Aid | |
| 17 | Risk | |
| 18 | Benchmarking | |
| 19 | New Developments and Private Streets | |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 3

| | | |
|----|--|--|
| 20 | Call Centres and Control Centres | |
| 21 | Equality and Diversity | |
| 22 | Appendix A - Advice to Members of the Public | |
| 23 | Appendix B – Precautionary Salting Matrices | |
| | | |
| | | |

| | |
|----------|---|
| 1 | Foreword |
| | |
| 1.1 | This document sets out the City of York Council’s policies and standards for Winter Service treatment. |
| | |
| 1.2 | This plan is accompanied by the Winter Service Operational Plan and procedures containing the arrangements in place to deliver the plan and detailed route plans showing how the road network will be treated. These documents include personal details so are not published. |
| | |
| 1.3 | This is a live document and it will be updated as legislation and resources etc. change. |
| | |

| | |
|----------|---|
| 2 | Introduction |
| | |
| 2.1 | The purpose of this plan is to set out the principles that the City of York Council uses during the adverse winter conditions which have a major disruptive impact on our community including businesses, education, transport, health and social care. Winter Maintenance is an important role undertaken by the Council This role is carried out in order to allow all road users to move about as safely as possible and to help minimise the disruptive effect of severe weather. Winter Maintenance is also about meeting the needs of local communities across the City of York Council area, particularly the most vulnerable residents, and includes a focus on providing access to essential services, clearing specifically designated pavements and supplying salt to the many grit bins that are located across the region to facilitate self-help. |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 4

| | |
|-----|---|
| | <p>The Winter Maintenance role has to be delivered efficiently thus contributing to the austerity requirements of the Comprehensive Spending Review.</p> <p>It is intended, through the use of this plan, to ensure that there is a uniform approach to the level of service throughout the City of York Council. It lays down which categories of road are to be treated, in what order of priority, and how quickly they should be treated.</p> |
| 2.2 | <p>This plan reflects the recommendations of the Well-maintained Highways: Code of Practice for Highway Maintenance Management (Roads Liaison Group, July 2005) and the Code's latest Update dated 18th September 2013.</p> <p>The current version is at: http://www.ukroadsliaisongroup.org</p> |
| 2.3 | <p>The City of York Council, as the Highway Authority, is responsible for providing a winter service on adopted public highways within the region except for motorways, which are the responsibility of Highways England.</p> |
| 2.4 | <p>It will not be reasonably practicable to provide the service on all parts of the network or to ensure all surfaces are kept free of ice or snow at all times, even on the treated parts of the network.</p> <p>The objective is that a network of treated routes should be reasonably accessible for the majority of residents and businesses, supplemented by targeted provision of self-help facilities.</p> |
| 2.5 | <p>It should be noted that the service does not guarantee that at any given time a highway will be free of ice or snow, even following treatment.</p> |
| 2.6 | <p>Throughout the rest of the document the Numbering System used in the Recommendations and Warnings sections of Chapter 13 and Appendix H: Winter Service Practical Guidance of Well-maintained Highways: Code of Practice for Highway Maintenance Management are used to allow links to the Code.</p> <p>For example Winter Service Policy: Minimum Winter Networks: and W1 Warning pre-wetted salting:</p> |

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 5

| | |
|----------|---|
| 3 | Legislation and Guidance |
| 3.1 | Section 41 of the Highways Act 1980 and Section 150 imposes a duty on highway authorities to maintain highways maintainable at public expense. In particular, Section 41 (1A), as inserted by Section 111 of the Railways and Transport Safety Act 2003, which imposes a duty on highway authorities to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. |
| 3.2 | The Department for Transport (DfT) has advised that it is for the courts to decide what is reasonably practicable. However, DfT strongly recommends that local highway authorities carry out winter maintenance in accordance with Section 13 of Well-maintained Highways: Code of Practice for Maintenance Management and any supplementary guidance. Amongst other recommendations, the Code states that best practice would be for local highway authorities to adopt and publish a Winter Service Plan and a Winter Service Operational Plan, which should be reviewed annually to take account of changing circumstances. |
| 3.3 | Under Section 150(1) of the Highways Act 1980, there is a requirement for the Highway Authority to remove an accumulation of snow which forms an obstruction, and Section 150(3) of the Act states that the following factors should be taken into account: <ul style="list-style-type: none"> • the character of the highway and the nature and amount of traffic using it • the nature and extent of the obstruction • the resources of the workforce, vehicles and equipment available to the Highway Authority and extent to which those resources are being, or need to be, employed on such work |
| 3.4 | In addition, the Traffic Management Act 2004 places a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. |
| 3.5 | Thus it is recognised that it would not be practical for any Highway Authority to treat all roads and footways in the event that ice forms or snow falls. |
| 4 | Objectives, Resilience and Efficiencies |
| 4.1 | OBJECTIVES |

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 6

| | |
|-------|--|
| 4.1.1 | <p>The objectives of the winter service, so far as is reasonably practicable, are to:</p> <ul style="list-style-type: none"> • ensure the safe movement of vehicles and pedestrians on the highway network • minimise delays, accidents and damage to the highway resulting from ice and snow • undertake the winter service effectively and efficiently within the limitations of finite resources according to the network hierarchy and severity of weather conditions • provide support to wider area emergencies and incidents by implementing mutual aid arrangements with other partners within the limits of the resources available • The roles of Client and Service Provider are clearly set out in contracts and formal arrangements operated by the Council. • Within the Council it is Officers who set standards and actually make the decision to undertake any and all operations. • The Highway Liability claims are dealt with by the Council. |
| 4.2 | RESILIENCE |
| 4.2.1 | <p>The Councils' winter service standards are based on the national guidance and are described as:</p> <ul style="list-style-type: none"> • Overall Winter Service Period – usually starts on 1st October and finishes on 30th April inclusive. This is locally defined since the winter period may vary according to climatic conditions • Core Winter Service Period – usually starts at least December and runs to February inclusive. This is locally defined since the winter period may vary according to climatic conditions • Minimum Winter Service Network – This is the part of the carriageway network that is normally treated which provides a minimum essential service to the public, including strategic routes, access to key facilities and other transport needs |
| 4.2.4 | Road conditions can vary across the region due to topographical differences, which may have a bearing on how resilience standards are deployed. |
| 4.3 | EFFICIENCIES |
| 4.3.1 | Budgetary constraints and the need to provide value-for money services are key issues for all local authorities. For highway authorities, Winter Service presents particular challenges due to: |

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 7

| | |
|----------|--|
| | <ul style="list-style-type: none"> • the running costs of salting vehicles and crews • the cost of salt • changeable weather conditions • high public demand for clear and safe roads • the investment cost of holding large stocks of salt |
| 4.3.2 | Recognising these issues the Council continually seeks to increase the efficiency and cost-effectiveness of the Winter Service operations. |
| 4.3.3 | The Authorities across the region currently operate fleets of front line vehicles and teams of drivers based at strategically located depots, to salt the Primary Salting Network. |
| 4.3.4 | One of the key aims is to ensure that all designated routes are salted efficiently and that salt is not wasted. |
| 4.3.6 | The Authority shall continue to monitor performance during service delivery and respond effectively to changing conditions and or network incidents. |
| 5 | Weather Forecasting and Monitoring |
| 5.1 | Weather information is obtained from specialist forecasters, roadside monitoring stations and in unpredictable circumstances may be supplemented by inspections. |
| 5.2 | York Council has contracts with appropriate forecasting organisations which provide daily weather forecasts that are detailed for each area and updated every morning and evening and as conditions change outside the pre-defined Intervention Criteria at any time of the day or night. In addition, forecasters are available 24 hours a day to discuss the forecast and changes in conditions. Additional real-time information is provided by a network of roadside sensor stations around the region that report on air temperature, ground temperature, relative humidity and in some cases have cameras and provide local site forecasts. |
| 5.3 | When the available forecast information is uncertain or conditions are changing unpredictably, patrols (often a fully loaded gritter able to react to specific problems) may be mobilised to report on conditions along pre-determined routes or at specific points of interest. |
| 5.4 | These sources of information inform treatment decisions that are made by the specifically designated, trained and experienced duty winter service officers. |

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 8

| | |
|-------|---|
| | (Further details are given in section 17.2 below) |
| 5.5 | Severe winter weather is defined as when a forecast (including severe weather warnings) has been issued by the Met Office, which are issued when the probability of a specified event occurring exceeds a pre-defined threshold, for example, if there is a High Probability of Snow and an accumulation of more than 50 mm |
| 6 | Precautionary Salting |
| 6.1 | GENERAL |
| 6.1.1 | Winter Service operations will give priority to routes comprising the Principal Road Network, main and secondary distributor roads, links to villages, major bus routes, emergency service locations and reasonable proximity to schools. |
| 6.1.2 | The treated network is approximately half of the road network, which is divided into categories. These routes are reviewed annually by taking into account any service requests received or difficulties encountered in delivering the service during the previous winter season. |
| 6.1.3 | Schools, health centres and other community facilities are given a higher priority within the network by including them, where possible within the primary route network. In instances where they cannot be directly served by the Primary Salting Network they will, where possible, be within a short distance. |
| 6.2 | EXCEPTIONS |
| 6.2.1 | It should be noted that whilst the principles set out in this plan have been used to determine the salting networks, it remains that there are possibly short sections of road that might otherwise be included in the salting networks which it is not practicable to include due to permanent or temporary width and / or weight constraints. |
| 6.2.2 | Network Rail level crossings have equipment which is prone to signal failure when solutions, high in salt, exist. Consequently any lengths of road on the salting networks within a zone agreed with Network Rail between the 'STOP' lines at level crossings will not be salted. |
| 6.3 | CARRIAGEWAY PRECAUTIONARY NETWORK (Primary Salting Network PSN*) |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 9

| | |
|-------|---|
| 6.3.1 | <p>Primary Salting Network PSN*</p> <p>Classified Roads (A, B and C roads) Urban motorway, Important commuter routes. Roads to main emergency service properties. Main bus routes.</p> <p>Details of the PSN* are on the Council's Website.</p> |
| 6.3.2 | <p>Gritting is carried out before the onset of adverse conditions whenever possible.</p> <p>Where severe conditions such as snow or ice persist, resources will remain concentrated on the PSN</p> |
| 6.3.4 | <p>The response time for the precautionary network from the point at which gritting is called to the point at which the gritters leave the depot is 1 hour for all council. The treatment time can take up to 3 hours, from the point at which the gritter leaves the depot to the point at which treatment is complete which is dependent on the route and traffic conditions.</p> |
| 6.4 | <p>CARRIAGEWAY SECONDARY NETWORK (Secondary Salting Network)SSN</p> |
| 6.4.1 | <p>Secondary carriageway routes Secondary Salting Network SSN</p> <p>The SSN will only be gritted if severe weather conditions are likely to persist for a significant period beyond the completion of the PSN and the Convening of the Winter Group</p> |
| 6.4.2 | <p>Secondary Salting Network SSN Link roads to the Primary Salting Network. Spine roads into housing and industrial areas.</p> |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 10

| | |
|-------|--|
| | Important rural routes. |
| | |
| 6.4.3 | The City will aim to treat the Secondary Network only during normal daytime working hours (8am – 4pm). When the forecast is sufficiently clear, treatment will be carried out on the preceding day. Where adequate warning is not given, treatment will be after the event provided this is still required. Hoar frost is not treated unless conditions are exceptional. |
| | |
| 6.4.4 | When treating the secondary salting network it isn't appropriate to set target completion times for routes |
| | |
| 6.4.5 | Secondary routes will also be reviewed annually taking into account any service requests received or difficulties encountered in delivering the service during the previous winter season. |
| | |
| 6.5 | CARRIAGEWAY NON-PRECAUTIONARY NETWORK Priority 3 Salting Network PR 3 |
| | |
| 6.5.1 | Priority 3 Salting Network PR 3 On satisfactory completion of the PSN and SSN and if the severe weather conditions persist these will be treated on a reactive basis. It is therefore dependent upon resources and the changing weather conditions. |
| | |
| 6.5.2 | Priority 3 Salting Network PR 3 Roads not treated as PSN OR SSN , e.g. culs de sac |
| | |
| 6.6 | CYCLE LANE AND CYCLE TRACK PRECAUTIONARY NETWORK |
| | |
| 6.6.1 | Cycle lanes on the main routes will be treated at the same time as the roads they are on. |
| | |
| 6.7 | CYCLE LANE AND CYCLE TRACK NON-PRECAUTIONARY NETWORKS |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 11

| | |
|-------|---|
| 6.7.1 | Cycle lanes on lower priority routes will be treated at the same priority as those routes. During severe weather cycle tracks off the road network may be treated during normal working hours by the manual application of salt, on a "reactive salting" basis, after treatment of higher priority routes have been completed, having regard to available resources and prevailing conditions. The treatment of these will reflect their importance in the Council's cycle route hierarchy. |
| 6.8 | FOOTWAY NETWORKS |
| 6.8.1 | <p>Priority Pavement Routes – designated main city and town centre pavements. The standard response time across the whole group is 1 hour for a “Call Out” action.</p> <p>Where appropriate footbridges, subways and other high risk pedestrian areas are designated parts of the Priority Pavement Routes</p> <p>When adverse severe weather is forecast pre-treatment of designated city and town centre pavements etc. takes place.</p> <p>Appropriate plant including dedicated small 4x4 all-terrain vehicles are used</p> <p>There are dedicated teams with a small lorry/pick-up to carry salt for each designated town centre (route), usually deployed by 05:00 in response to severe adverse weather.</p> <p>Further teams with their own salt supply are deployed in response to conditions, usually from 08:00 to 16:00. The Council may treat these pavements at any time of day.</p> |
| 6.8.2 | <p>Secondary Pavement Routes – smaller town centres, schools, health centres, hospitals, old people’s homes, surgeries, shopping centres, transport interchanges.</p> <p>These are only dealt with after the Priority Pavement Routes are safe and as resources become available, usually during the working day from 08:00 to 16:00. Some Alliance members may treat these pavements at any time of day.</p> |
| 6.8.3 | <p>Other Pavements – the remaining pavements</p> <p>These are not normally dealt with, but if in response to circumstances it is necessary</p> |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 12

| | |
|-------|---|
| | it is only after the Secondary Route Pavement Routes are safe and as resources become available, usually during the working day from 08:00 to 16:00. The Council may treat these pavements at any time of day. |
| 6.8.4 | <p>Special sites or features (e.g. near railways or traffic calming).</p> <p>Network Rail set requirements for salting near level crossings.</p> <p>Traffic calming measures are usually designed so that they do not require special attention when gritting or ploughing. Drivers know where roads have plateaux or humps etc and drive at an appropriate speed.</p> |
| 7 | Network Users, Promoted Facilities and Community Self Help |
| 7.1 | The City of York Council proactively engages with the emergency services to not only encourage them to develop their own severe weather contingency plans but to work closer with them to consider collaborative arrangement especially in extreme winter conditions. |
| 7.2 | Emergency services are routinely accounted for on the priority networks as part of the normal winter service. |
| 7.3 | Transport Interchanges |
| 7.3.1 | Transport Interchanges are routinely accounted for on the priority networks as part of the normal winter service. |
| 7.4 | Pedestrians and Cyclists |
| 7.4.1 | The treatment arrangements for footways (pavements) cycle lanes and cycle tracks are set out above in Section 6. |
| 7.5 | Vulnerable Network Users |
| 7.5.1 | |
| 7.6 | COMMUNITY SELF HELP |
| 7.6.1 | Self help facilities and training are offered to volunteers who wish to become “Snow |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 13

| | |
|-------|---|
| | Wardens” |
| 7.6.2 | There is a widespread fear held by members of the community that they risk being ‘sued’ if they clear snow from the footway outside their properties, which now appears largely imaginary and media driven. There is advice available on how to minimise the risk of legal action which is in Appendix A to this plan. |
| 8 | Salt Management |
| 8.1 | Salt is restocked during the summer, in advance of the winter season when prices can be lower plus demand on salt suppliers is minimal and it can therefore be planned and co-ordinated with the supplier and contractor to minimise cost. Restocking during the winter is a routine necessity for some Councils and is in any case dependent upon operational requirements. |
| 8.2 | Salt for use in gritters is 6 or 10mm size rock salt depending on individual Council’s current policy. |
| 9 | Critical Salt Levels Emergency Plan (Resilience) (RH1.1, RH2.1 & RH2.2, R13.2 to R13.5, R13.10 & R13.11, R13.18) |
| 9.1 | GENERAL |
| 9.1.1 | In the event that salt stocks approach critical levels, a Command Control is called and salt conservation measures initiated. This is likely to happen in one or a few WY Plus Alliance members first. |
| 9.1.2 | This Salt Emergency Plan is for use when salt stocks within a Council are predicted to fall below the level determined by the Council in their Operational Plan and prolonged Severe Winter Weather is forecast. |
| 9.1.3 | As soon as it is identified that this condition is likely to develop, the Command Control involving internal and external stakeholders and the emergency services is to be called. |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 14

| | |
|-------|--|
| 9.2 | SALT SUPPLIES |
| 9.2.1 | <p>In the event that supplies from the contracted supplier are insufficient or stopped the following action or actions may be taken:</p> <ul style="list-style-type: none"> • continually press the supplier to increase deliveries stressing how many salting runs remain so that the urgency is clear • contact alternative suppliers • contact adjacent highway authorities requesting supplies on loan or for purchase • contact Highways England for assistance • use mutual aid via the Council's partnership arrangements • work with any national arrangements in place for salt priority distribution |
| 9.3 | EXTENDING EXISTING SALT STOCKS |
| 9.3.1 | Targeting salt storage with the least stocks first, extend rock salt by pre-mixing with fine 3mm aggregate or sharp sand in a proportion of 1:1 or as may be deemed appropriate, although not all of the Councils have the means of doing this. |
| 9.4 | CONSERVING SALT STOCKS – GENERAL ACTIONS |
| 9.4.1 | The purpose is to extend the availability of salt or salt mixtures for use on strategic routes. |
| 9.4.2 | <p>Actions can be one or any combination of (NB not in priority order):</p> <ul style="list-style-type: none"> • cease responding to requests for spot treatment. Exceptions may be made for genuine immediate emergencies involving threat to life • in snow conditions, plough routes without salting if practical. When snowfall ceases, assess the conditions and consider applying salt, salt / grit mixture or grit to the ploughed surface • allow snow to compact under the action of traffic on some or all of the precautionary routes without salting • consult the CSS advice note on how to preserve salt stocks • cease the refilling of grit bins and not providing salt heaps |
| 9.5 | CONSERVING SALT STOCKS – ROUTE RESTRICTIONS |
| 9.5.1 | <p>Actions can be one or any of (NB not in priority order):</p> <ul style="list-style-type: none"> • reduce the extent of initial ploughing on Primary Salting Network routes |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 15

| | |
|-------|---|
| | <ul style="list-style-type: none"> • treat only Primary Salting Network routes, with reduced or no secondary routes treated • treat routes only on the pre-defined Minimum Winter Service Network as used in the severe winters of 2009 and 2010 (principally consisting of routes linking major population centres to principal emergency facilities and linking to national routes) |
| 9.6 | MEDIA |
| 9.6.1 | The Council will engage with the media to provide realistic expectations of people's ability to travel for essential purposes only and the Councils' websites will be updated as necessary. |
| 10 | Salt / Grit Bins |
| 10.1 | <p>Grit Bins etc. (Location and maintenance of salt bins);</p> <p>The Council has a policy for providing grit bins tailored to the specific needs of the local area.</p> <p>For example an urban area with lots of steep roads may have a large number of bins.</p> |
| 11 | Operational Arrangements with Partners (both between Alliance members and external Councils) |
| 11.1 | For reasons of route integrity mutual arrangements may be made, as required, with neighbouring authorities for precautionary gritting etc. These are listed in the individual Winter Service Operational Plans. |
| 11.2 | Reciprocal arrangements for precautionary gritting may be made with neighbouring authorities under section 8 of the Highways Act 1980 and legally confirmed as appropriate. Under such arrangements mutual aid may also be considered, which is detailed in the Winter Service Operational Plan. |
| 11.3 | There will be a co-ordinated approach to implementing Minimum Winter Service Networks across adjacent highway authorities; however there may be occasions, which could occur where different treatment regimes are planned for the respective road networks. |

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 16

| | |
|------|---|
| 11.4 | The Councils will engage, as necessary, with the appropriate District and Parish Councils to identify possible available resources to support the Council's Winter Service. |
| | |
| 12 | Winter Service Operational Plan |
| | |
| 12.1 | <p>The Councils' Winter Service Operational Plans are maintained with the purpose of providing the necessary procedural and functional arrangements necessary to carry out the service in accordance with this Plan.</p> <p>All aspects of the Winter Service Operational Plan, including service delivery arrangements, will be reviewed annually in consultation with key stakeholders to allow for any changes in circumstances. It is reviewed after the end of a winter season in readiness for the forthcoming winter season.</p> <p>The Operational Plans include personal data and are not published.</p> |
| | |
| | |
| 13 | Communications and Publicity |
| | |
| 13.1 | It is inevitable that some roads will become difficult and indeed impassable in winter conditions particularly given the topography of the area. It is also practically impossible to treat all roads. There is therefore a need to let the travelling public know which roads are available and which are not. This has historically been carried out through the local media, mainly local radio stations and this means of keeping the public, especially drivers, informed will continue. |
| | |
| 13.2 | <p>The primary means to inform the public about the Winter Service is on the Councils' website, which are continually being updated and there are supplemented by press releases and printed material.</p> <p>The Council provides a "Yorkgritter Twitter" daily update and as conditions change.</p> |
| | |
| 13.3 | The Councils' Snow webpages provide a single portal for the public to obtain a variety of key information during severe weather. This includes gritting routes, reporting a grit bin empty (including District and Parish owned grit bins) and information on disruptions including road, school and library closures together with event cancellations. |
| | |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 17

| | |
|--------|---|
| 13.3.1 | Officers work with education organisations to ensure that arrangements are in place to provide the latest information so that schools and academies can publish their status on their web sites and text messaging services. |
| 13.3.2 | The local radio stations use this information from the council and schools and academies to publish closures on their web sites. |
| 13.4 | In addition, members of the public are able to learn more about what the Council is doing to assist local communities such as the Snow Warden Scheme, working with farmers / contractors and providing links to partner websites. |
| 13.5 | Further information is available providing advice on emergency help, how to keep warm, winter driving tips and snow buddies. |
| 13.6 | The website will be updated as appropriate during snow events with the most up to date information available. |
| 13.7 | Information on the condition of the worse affected roads will also be available. |
| 13.8 | To assist in managing expectations in terms of the assistance the Council is able to offer, during periods of severe weather, is paramount and therefore it is considered appropriate that the following will be included in all relevant Council communications: <i>'In heavy snow and freezing conditions, our main focus is on keeping main roads, bus routes and routes to essential services open. We cannot guarantee we'll grit roads which are not on these routes. You can request a road to be gritted by filling in the online form. But we'll only consider these roads when Primary Salting Network roads have been treated and any requests will be dealt in order of where need is greatest.'</i> |
| 13.9 | Also included is the principal criterion used in assessing the placement of salt bins. |
| 13.10 | In prolonged severe weather conditions additional information is published through all available media. |
| 13.11 | The Councils also use social networking sites as an additional means of providing up to date information. |
| | |

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 18

| | |
|------|---|
| 14 | Co-ordination and Collaboration |
| 14.1 | <p>The Councils are constantly reviewing and determining critical areas and infrastructure in conjunction with key public services and other stakeholders and seeking to ensure that the appropriate winter service has been considered by the appropriate party.</p> <p>This may include:</p> <ul style="list-style-type: none"> • shared services • lead authority arrangements • collaborative service procurement • sharing depots and salt stock |
| 14.2 | An example of this is the formation of the West Yorkshire Plus Alliance. |
| 15 | Staff Training and Development |
| 15.1 | To ensure the appropriate level of competence, the training and development needs of all personnel will be reviewed annually, including health and safety and any appropriate vocational qualifications. |
| 15.2 | <p>Designated council officers undergo a training process, shadowing experienced Decision Makers, completing formal training (The Met Office Open Road Training for example) and a period of supervised Decision Making before being placed on rota to make live decisions. There then follows a period when they are mentored by experienced staff.</p> <p>Decision Makers often consult other qualified and experienced colleagues when coming to the decision on appropriate action.</p> <p>The formal training is repeated every two years for all Decision Makers.</p> |
| 15.3 | An investigation is being undertaken by one of the Districts into a City and Guilds qualification for Decision Makers. |
| 15.4 | At the start of the winter all the gritter drivers undertake drivers' training (City & Guilds 6159) |
| 16 | Mutual Aid |
| 16.1 | The close working relationship adopted by all the West Yorkshire Plus Districts ensures that this will be implemented when necessary. |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 19

| | |
|--------|---|
| 16.2 | However it is clear that the prolonged severe adverse weather is likely to affect all the partners at the same time, meaning that government assistance will be inevitable. |
| 16.3 | <p>Liaison with Category 1 and Category 2 responders (reference Civil Contingencies Act 2004).</p> <p>Resilience within the country is managed through the Civil Contingencies Act 2004 and the Local Resilience Forums. These forums are Police Force area based, ie. West Yorkshire and North Yorkshire.</p> <p>Actual details of Silver and Gold arrangements are set out in the Winter Operational Plans.</p> |
| 17 | Risk |
| 17.1 | Financial |
| 17.1.1 | The Council has its own approach and details are set out in individual Operational Plans |
| 17.2 | Operational |
| 17.2.1 | The Winter Service Operational Plans detail additional policy and other operational requirements. Confidence in them is high with robust systems being in place and they are reviewed annually. |
| 17.2.2 | Evaluation and utilisation of modern technology and optimisation of the winter service routes at appropriate stages as the network develops improves the councils' ability to monitor delivery and strengthen the Councils' defence in litigation in the light of current national guidance. |
| 18 | Benchmarking |
| 18.1 | The Council will periodically benchmark its services with other authorities to ensure best value. |
| 19 | New Developments and Private Streets |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 20

| | |
|--------|--|
| | |
| 19.1 | New Developments |
| | |
| 19.1.1 | The Councils has no obligation to provide a winter service until a new road is formally adopted. The developer is responsible for maintaining the road until it is adopted, which includes a provision for a winter service. |
| | |
| 19.1.2 | The Council will respond to assist the emergency services when requested by them to do so whenever possible. |
| | |
| 19.1.3 | Once a development is adopted and if any carriageways and footways that meet the criterion for winter service are added to any of the routes that include Sustainable Drainage Systems (SuDS) or other similar features then these sections may have to be omitted, from the routes, because of the risk of pollution or damage to trees etc. This will depend on how effective the various options are at removing salt and other pollutants from the SuDS. |
| | |
| 19.2 | UN-ADOPTED ROADS AND PRIVATE STREETS |
| | |
| 19.2.1 | No winter service is provided for these roads and streets; however Councils will try to respond to assist the emergency services when requested by them to do so whenever possible. |
| | |
| 20 | Call Centres and Control Centres |
| | |
| 20.1 | Call Centres |
| | |
| 20.1.1 | The Councils' Call Centre provides a speedy and direct response for many of the varied enquiries received, for example, requests for re-filling salt / grit bins, which, in some cases are dealt with by the Control Centre, where the Council operates one. |
| | |
| 20.2 | Control Centres |
| | |
| 20.2.1 | Where a Control Centre is in operation it deals throughout the year with all types of urgent works that originate either as enquiries from the public, usually via the Call Centres and the Councils' websites or from defects identified by the Councils' Inspectors. |
| | |
| 20.2.2 | Often the Control Centres have access to 'Rapid Response' gangs available to carry out this work. |

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 21

| | |
|--------|--|
| | |
| 20.2.3 | Following periods of snow and ice additional gangs are often drafted in to cope with an appreciable increase in workload for urgent work. |
| | |
| 20.2.4 | During periods when repairs cannot be progressed because snow is on the ground the 'Rapid Response' teams may also be used to re-fill salt bins and provide support for winter service operations around the region. |
| | |
| | |
| | |
| 21 | Equality and Diversity |
| | |
| 21.1 | The Councils have a strong commitment to and due regard to the need to eliminate unfair and unlawful discrimination and to advance the equality of opportunity by considering the need to remove or minimise disadvantages suffered by people due to their protected characteristics, or to meet the needs of people with protected characteristics. |
| | |
| 21.2 | Each Council's Equality Impact Assessment for the Winter Service is available separately. |
| | |
| 22 | Appendix A – Advice to members of the Public in Snowy and Icy Conditions |
| | |
| | NB: See http://www.metoffice.gov.uk/get-ready-for-winter/out-and-about/the-snow-code |
| | |
| 22.1 | Provided that members of the public who clear snow and ice from pavements or mind property take reasonable care and apply a common sense approach in doing so, they themselves being held liable if someone has an accident and is injured on the area th |
| | |
| 22.2 | If members of the public take action to clear snow and ice they should ensure that they do not create any further hazards by doing so. For example: <ul style="list-style-type: none"> • Do not clear ice using boiling water which then freezes over the surface of the road • Do not clear an area leaving an obstructive mound of snow on the Pavement • Do not attempt to clear the snow if you feel that this will cause you physical difficulty • Take reasonable care in all of the circumstances |
| | |
| 23 | Appendix B – Precautionary Salting Matrices |

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 22

| | |
|------|---|
| 23.1 | The City of York Council has carefully considered the matrices set out in the current version of Well-maintained Highways Code of Practice for Highway Maintenance Management and their ability to achieve the stated spread rates and developed the table below: |
|------|---|

| Based on: TREATMENT MATRICES A to C (Pages 396 to 398) (De-icer spread rates in g/m²). | | | |
|--|-----------------------------------|---|--|
| Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness | DRY SALTING Column K: GC MT NL | PRE-WETTED SALTING If available. (NB Only the de-icer figures are included) Column K: GC MT NL | TREATED SALTING If Available Column K: GC MT NL |
| RST at or above -2°C and dry or damp road conditions | 10 | 8 | 7 |
| RST at or above -2°C and wet road conditions | 10 | 8 | 7 |
| RST below -2°C and above -5°C and dry or damp road conditions | 15 | 11 | 8 |
| RST below -2°C and above -5°C after rain and wet road conditions | 20 | 21 | 16 |
| RST at or below -5°C and above -10°C *1 and dry or damp road conditions | 20 | 21 | 15 |
| RST at or below -5°C and above -10°C *1 and wet road conditions° | 2x20 | 2x21 | 30 |
| Snow (See below) | 20gsm grits as required | 20gsm grits as required | 20gsm grits as required |

Key: Cvrgr: PC = Poor coverage, FC = Fair coverage, GC = Good coverage

If this document is printed from the web site it must be treated as an uncontrolled document and may not be the current version.

City of York Council
Winter Service Plan
Issue date: 1/11/2019
Amendment Number 1.2
Page 23

Traffic: HT = High level, MT = Medium Level

Loss: NL = Normal loss, HL = High loss

*1 Refer to Section H10.21 Notes 3, 4 & 5 when spreading at temperatures at or below -5°C

Decision Makers use their Open Road training Table H14 – Timing of treatments for snow and freezing rain page 401, TREATMENT MATRIX D – Precautionary Treatments Before Snow Or Freezing Rain page 407, to determine the appropriate treatment for the whole network. Analysis of snow forecasts show that it is usually the case that snow depth forecasts vary across the network. Light snow does not occur at a network level, so it is not appropriate to do a single grit at 40gsm. The Councils treat snow as a process, ensuring that Decision Makers gather feedback from gritting crews and operational staff and often consult the forecaster by phone before the end of a grit in advance of further snow to determine any necessary appropriate further action.

This page is intentionally left blank



Decision Session – Executive Member for Transport 19 September 2019

Report of Assistant Director, Transport Highways and Environment

Hempland Avenue Speed Management Scheme - Update

Summary

1. This report summarises the results of consultation with regard the speed management scheme at the junction of Hempland Avenue and Hempland Lane and asks the Executive Member to decide how to proceed with the scheme.

Recommendations

2. The Executive Member is asked to approve:

Option 1: Implement the scheme as shown in Annex C.

Reason: To help reduce vehicle speeds in an existing 20mph speed limit on Hempland Avenue.

Background

3. Hempland Avenue was referred to the Transport Projects team for investigation via the Speed Management Partnership following a review of speed data.
4. To address concerns about vehicle speeds, a scheme was developed and approved at Executive Member Decision Session in September 2018. A copy of the Report and Decision are included in Annex A. The Executive Member approved progression of the scheme, as shown in Option 3 of the report, to consultation and for any objections to be reported back to a future decision session on implementation.

Consultation

5. Consultation was undertaken with residents directly affected by the proposed changes to the highway. A letter and plan shown in Annex B were distributed to 21 residents who live the vicinity of the junction. It was also issued to the emergency services and other road user groups.
6. Responses were received from three local residents, with two issues being raised with the proposed scheme:
7. Issue 1: One resident responded generally in favour of the scheme but noted concerns for cycle safety if the junction mouth is made narrower.
8. Officer response: Whilst the junction is narrower than in its current arrangement the sharper turn into the junction will force drivers to slow down and gives them less chance to try to overtake cyclists within the junction. No cycle facilities currently exist on Hempland Avenue or Hempland Lane which are affected by these proposals and none are proposed as part of this scheme.
9. Issue 2: Two residents objected to the proposals as they considered the speed of vehicles on Hempland Lane to be the main contributory factor to high speeds on Hempland Avenue. They suggested that the 20mph limit be extended or speed cameras installed to reduce speeds.
10. Officer Response: The purpose of the proposed scheme is to address a speeding concern on Hempland Avenue which is subject to a 20mph speed limit. No speed concerns on Hempland Lane have previously been raised through the 95Alive partnership for investigation and so the focus for this scheme has always been Hempland Avenue.
11. The length of Hempland Lane between Stockton Lane and Heworth Village is part of the strategic network for the city and for this reason was excluded from the signed 20mph speed limit for the area when it was rolled out in 2014 and retained a 30mph speed limit. Therefore extending the 20mph limit onto Hempland Lane would go against the 20mph Speed Limit Policy.
12. The junction of Hempland Lane and Hempland Avenue features a wide junction mouth which allows vehicles to turn into the lower speed side road without needing to slow down. The proposed tighter turn will require drivers to slow down and therefore they will be more likely to adhere to the 20mph limit.

Design Changes

13. During the period following the consultation a topographical survey was undertaken to allow the detailed design of the scheme to take place. This confirmed that re-profiling of the carriageway surface at the junction would be required to ensure the cross section of the carriageway matched the new alignment of the junction. This change and associated increased estimated cost was report to Transport Board and a budget increase was agreed. A general arrangement plan showing the extents of surfacing required is provided as Annex C.

Options

14. Option 1: Implement the scheme as shown in Annex C.
15. Option 2: Do nothing.

Analysis

16. Option 1 allows the Council to respond to the initial speed complaint by making changes to the highway as approved at Executive Member Decision Session in 2018. Whilst the proposals have attracted a couple of negative comments from residents the change to the geometry of the junction will reduce speeds into Hempland Avenue more significantly than a reduction in the signed limit on Hempland Lane would. No objections have been submitted by any of the other consultees and so it is assumed that the scheme has majority support from the local community.
17. Option 1 also provides additional improvements for pedestrians by reducing the crossing length and relocating the crossing point to the desire line at the junction.
18. Approving option 2 would not provide any closure to the initial speeding complaint and would not address the high 85th percentile speeds which were recorded when speed data was gathered.

Council Plan

19. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2015-19.

Key Priority - *a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.*

20. The Speed Management Partnership is based solely on investigating complaints from residents and responding to those complaints using data led analysis.

Implications

21. The following implications have been considered:

- **Financial** – The scheme costs of the recommended option have been estimated at £35,000 including staff costs. This is affordable from the speed management budget allocation in the 19/20 capital programme.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / 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.

Risk Management

22. In compliance with the Council’s risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:
23. Authority reputation –This risk is in connection with the public perception of the Council if the recommended scheme doesn’t significantly reduce speeds and is assessed at 8.

| Risk Category | Impact | Likelihood | Score |
|-----------------------------|--------|------------|-------|
| Organisation/ Reputation | Minor | Unlikely | 8 |

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director – Economy and Place

Report **Date** 10 September 2019
Approved

Wards Affected: Heworth

For further information please contact the author of the report

Background Papers:

Executive Member Decision Report September 2018 – Hempland Avenue – Speed Management Scheme and decision.

Annexes

Annex A – Executive Member Decision Report September 2018 – Hempland Avenue – Speed Management Scheme and decision.

Annex B - Consultation Letter / Plan

Annex C – General Arrangement drawing

This page is intentionally left blank



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

13 September 2018

Report of the Assistant Director, Transport, Highways and Environment

Hempland Avenue - Speed Management Scheme

Summary

1. This report presents options to address concerns about the speed of vehicles on Hempland Avenue.

Recommendations

2. The Executive Member is asked to:

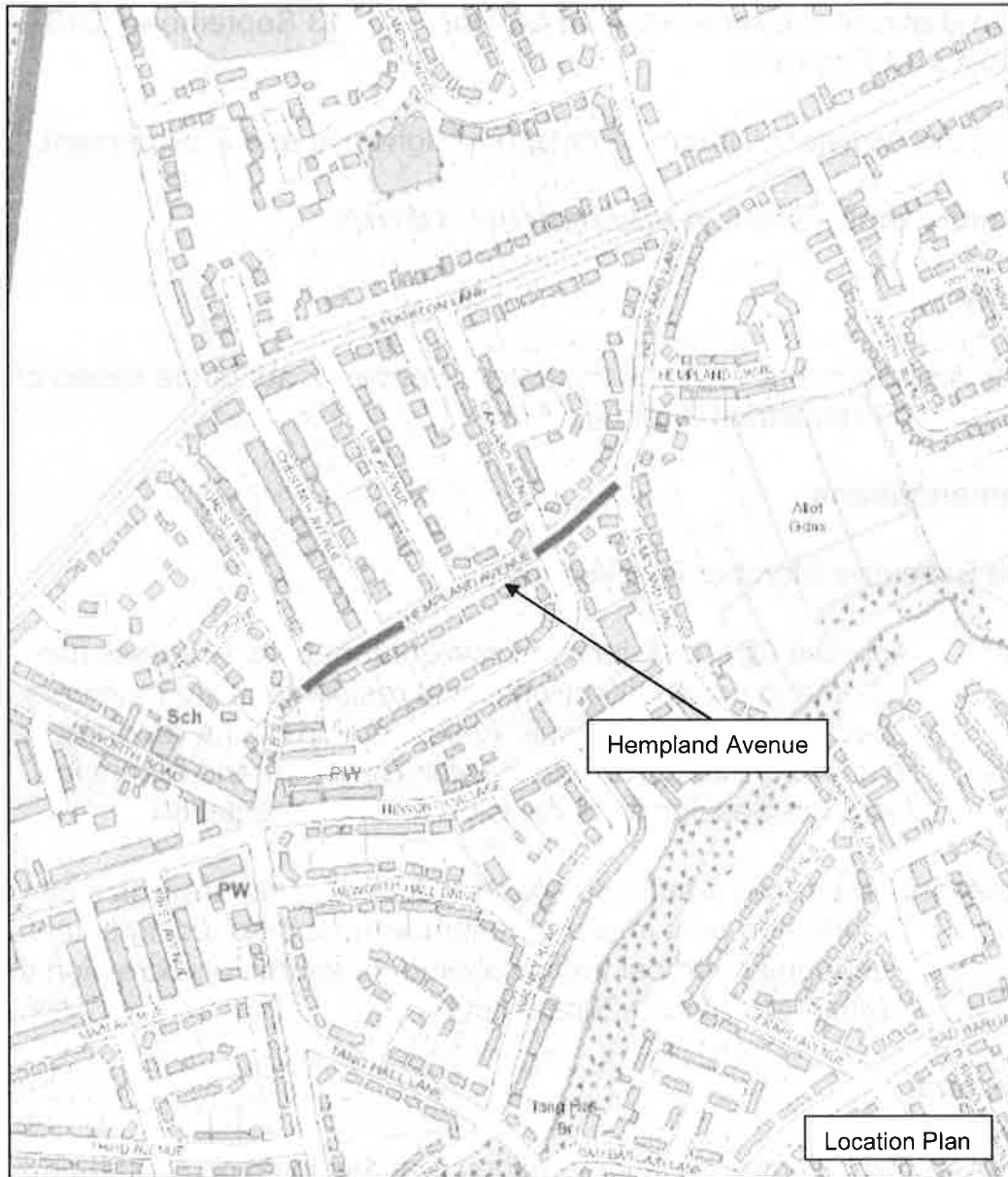
Approve Option 3, junction realignment only. Progress the scheme to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Reason: To provide a suitable speed reduction measure which can be monitored post implementation without introducing potentially unpopular vertical traffic calming measures or extra sign clutter within an existing 20mph limit.

Background

3. The Council has previously determined that this location should be a 20mph road.
4. Hempland Avenue was referred to the Transport Projects team for investigation via the Speed Management Partnership following a review of speed data. The speed limit on Hempland Avenue is 20mph. The results of the speed survey show mean speeds within the guidelines for a 20mph limit. The 85th percentile speeds are slightly higher with a recorded Eastbound speed of 24mph, and Westbound speeds of 26mph

which is a little high. 68% of the vehicles travelling on Hempland Avenue are exceeding the posted speed limit. Casualty accident records show there have been no injury accidents on Hempland Avenue in the last 3 years.



5. To address the concerns about vehicle speeds a scheme was developed as shown in **Annex A** and issued for consultation with relevant CYC officers and local ward members. This scheme comprises:
 - Installation of four '20' roundel markings along Hempland Avenue, one being at the eastern gateway.

- Installation of three '20' repeater signs to be located on existing lighting columns.
- Installation of '20' roundel marking at Dale's Lane junction with Heworth Road.
- Realignment of kerbs at the junction with Hempland Lane, to narrow the mouth of the junction. This aims to make the right turn onto Hempland Avenue more acute and therefore slow vehicles down when making the turn reducing westbound speeds along the rest of Hempland Avenue.

Estimated cost - £17k

6. During consultation, a concern was raised that the proposal would increase the level of signage clutter in the area.
7. Following discussion with officers a decision was taken to consider and present alternative scheme options which do not include additional signing or markings associated with the 20 mph limit. The alternative scheme shown in **Annex B** was then developed which comprises:
 - Installation of five full width road humps.
 - Realignment of kerbs at the junction with Hempland Lane, to narrow the mouth of the junction. This aims to make the right turn onto Hempland Avenue more acute and therefore slow vehicles down when making the turn and hopefully reduce westbound speeds along the rest of Hempland Avenue.

Estimated cost - £45k

Consultation

8. Consultation was only undertaken for the option shown in **Annex A**. Responses are recorded below with officer responses as required.
9. Principal Engineer – Highways Maintenance: Questioned whether a dropped crossing with tactile paving will be provided at the junction of Hempland Avenue and Hempland Lane when the kerbs are realigned at the junction mouth.
10. Officer Response: Dropped crossing with tactile paving will be provided but was not shown on the consultation drawing. It is included on the Annexes provided.

11. Cllr. C. Funnell: Approves of the signing and junction realignment scheme (**Annex A**).

Options

12. Option 1: approve the junction realignment and signing scheme shown in **Annex A**.
13. Option 2: approve the junction realignment and traffic calming scheme shown in **Annex B** and provide further funding allocation to progress.
14. Option 3: approve the junction realignment only.
15. In all cases, approve the option to proceed to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Analysis

16. A significant factor in the higher vehicle speeds on Hempland Avenue is the junction with Hempland Lane. The current alignment allows right turning vehicles to enter Hempland Avenue with little to no reduction in speed if there are no vehicles approaching the junction from the south. Therefore, the realignment of the junction should help to reduce the westbound vehicle speeds and is considered beneficial with or without the other scheme elements.
17. Hempland Lane is a through route for eastbound traffic only, westbound traffic can only proceed as far as Forest Way due to the one way section of Dales Lane. Eastbound drivers are possibly choosing this route to reduce their journey times by avoiding more congested routes, therefore signing and lining may have minimal impact. Local users who are already aware of the 20mph limit are also unlikely to change their habits due to additional signing alone.
18. Providing traffic calming (Option 2) would have a greater impact on vehicle speeds, however it is expensive and may be difficult to justify in value for money terms. This option is also not affordable from the 2018/19 budget allocations. If the Executive Member favours the progression of the traffic calming option, additional funding would need to be allocated as the estimated cost of the option exceeds the current budget available in the 2018/19 programme. The introduction of vertical

traffic calming measures is also likely to be unpopular with local residents.

19. The junction improvements could be undertaken without any of the supporting measures of options 1 or 2. This reduces the required budget to £16k but may only have limited impact close to the junction area. This element of the scheme could be progressed and then monitored to review the impact of the scheme. This review would then be shared with the Speed Management Partnership for them to decide if further action is required such as option 1 and 2.

Council Plan

20. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2015-19.

Key Priority - a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.

The Speed Management Partnership is based solely on investigating complaints from residents, all options presented include consultation with local residents and their representatives to ensure their views are leading the decisions made.

Implications

21. The following implications have been considered:

- **Financial** – The scheme costs of the recommended option have been estimated at £16,000 including staff costs. This is affordable from the safety schemes budget in the 18/19 capital programme.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / 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.

Risk Management

22. In compliance with the Council's risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:
23. Authority reputation –This risk is in connection with the public perception of the Council if the recommended scheme doesn't significantly reduce speeds and is assessed at 8.

| Risk Category | Impact | Likelihood | Score |
|-----------------------------|--------|------------|-------|
| Organisation/ Reputation | Minor | Unlikely | 8 |

24. It is recognised that the Option 3 recommendation in the report may not have a significant impact on vehicle speeds along the full length of the road, however the other options could be introduced at a later date if required.

Contact Details

Author:
Ben Potter
Engineer
Transport Projects
Tel No. 01904 553496

Chief Officer Responsible for the report:
Neil Ferris
Corporate Director – Economy and Place

Report Date 05/09/18
Approved

Wards Affected: Heworth

For further information please contact the author of the report

Background Papers

None

Annexes to the report dated 13.09.18

Annex A – Option 1 - *junction realignment and signing scheme*

Annex B – Option 2 - *junction realignment and traffic calming scheme*

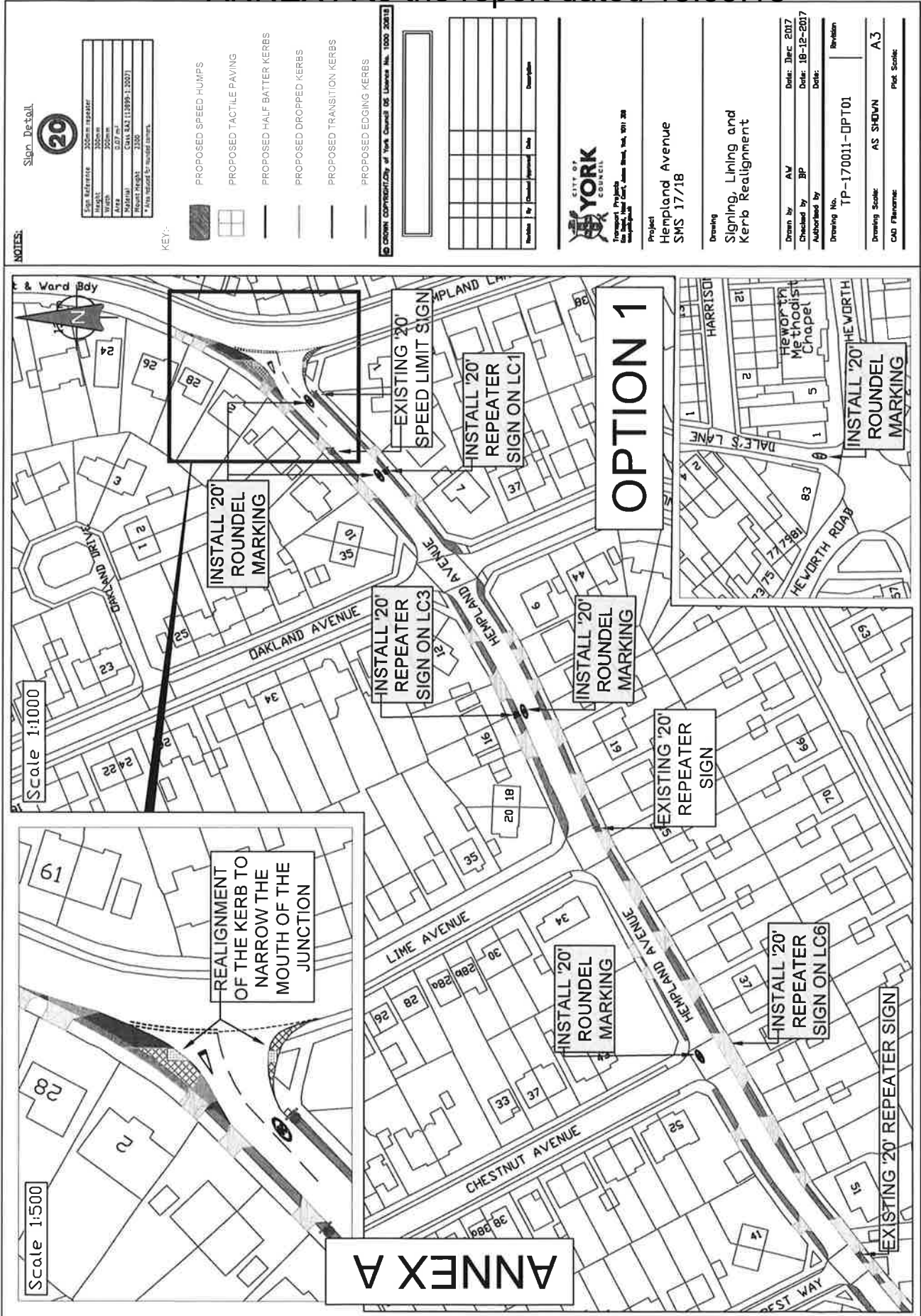
List of Abbreviations Used in this Report

CYC – City of York Council

SMP – Speed Management Partnership

This page is intentionally left blank

ANNEX A to the report dated 13.09.18



NOTES:

Sign Detail

| | |
|----------------------------------|---------------------------|
| Sign Reference | 20 |
| Sign Size | 300mm x 300mm |
| Width | 300mm |
| Area | 0.07 m ² |
| Material | CMAS 842 (1/8999, 1/2007) |
| Mount Height | 2300 |
| * All heights for mounted signs. | |

KEY:

- PROPOSED SPEED HUMPS
- PROPOSED TACTILE PAVING
- PROPOSED HALF BATTER KERBS
- PROPOSED DROPPED KERBS
- PROPOSED TRANSITION KERBS
- PROPOSED EDGING KERBS

© Crown Copyright/City of York Council OS Licence No. 1000 2018

| Number | By | Checked/Approved | Date | Description |
|--------|----|------------------|------|-------------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

CITY OF YORK COUNCIL

Transport Projects
 1st Floor, York City Hall, 15-16, The Strand, York, YO1 2BS

Project
 Hempland Avenue
 SMS 17/18

Drawing
 Signage, Lining and
 Kerb Realignment

| | | | |
|----------------|-----------------|-------------|------------|
| Drawn by | AV | Date: | Dec 2017 |
| Checked by | BP | Date: | 18-12-2017 |
| Authorised by | | Date: | |
| Drawing No. | TP-170011-DPT01 | Revision | |
| Drawing Scale: | AS SHOWN | Plot Scale: | A3 |
| CAD Filename: | | | |

This page is intentionally left blank

Extract from Decisions document

**Decision Session – Executive Member for Transport and Planning
Thursday, 13 September 2018**

7. Hempland Avenue - Speed Management Scheme

Resolved: That the Executive Member approve Option 3, junction realignment only, to progress the scheme to consultation with local residents, ward members and other local interest groups and for any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Reason: To provide a suitable speed reduction measure which can be monitored post implementation without introducing potentially unpopular vertical traffic calming measures or extra sign clutter within an existing 20mph limit.



Economy and Place Directorate

West Offices
Station Rise
York YO1 6GAOur Ref: TP/170011/01
01 October 2018

Dear Resident,

Hempland Avenue Speed Management Scheme

Hempland Avenue is one of several sites at which concerns have been raised regarding speeding. The site has been assessed through the Council and North Yorkshire Police's speed management process and has been identified as suitable for engineering measures

Speed survey results indicate that mean speeds on the street are within the recommended levels for a 20mph limit but the 85th percentile speeds (speed at or below which 85 percent of people drive) are slightly higher than expected. This was more of an issue for vehicles travelling in a westerly direction, i.e. from Hempland Lane.

A review of the speeds and the street identified the main problem to be the width of the junction with Hempland Lane. The carriageway width at this point is excessively wide and the open space allows any vehicles approaching from Hempland Lane (north) to turn in at speed with nothing to slow their entry speed. Additionally the wide junction makes crossing difficult for pedestrians and has resulted in the existing uncontrolled crossing point being installed away from the desire line.

To address these issues the Council are proposing to amend the junction mouth in an attempt to reduce vehicle entry speeds. We are also proposing that the crossing point is relocated to the desire line to reduce the crossing distance and improve visibility for pedestrians. A plan showing the proposed scheme is provided overleaf.

If you would like to make any comments regarding these proposals, please submit them to me no later than **Monday 22nd October 2018**, preferably in writing or by email. Any objections to the scheme will be included in a report to the Executive Member for Transport and Planning to help decide if the proposals should proceed.

Please note that any comments submitted should relate only to these proposals. Any comments relating to highway issues at other locations will not be considered as part of this consultation.

Regards,

Ben Potter
Engineer – Transport Projects

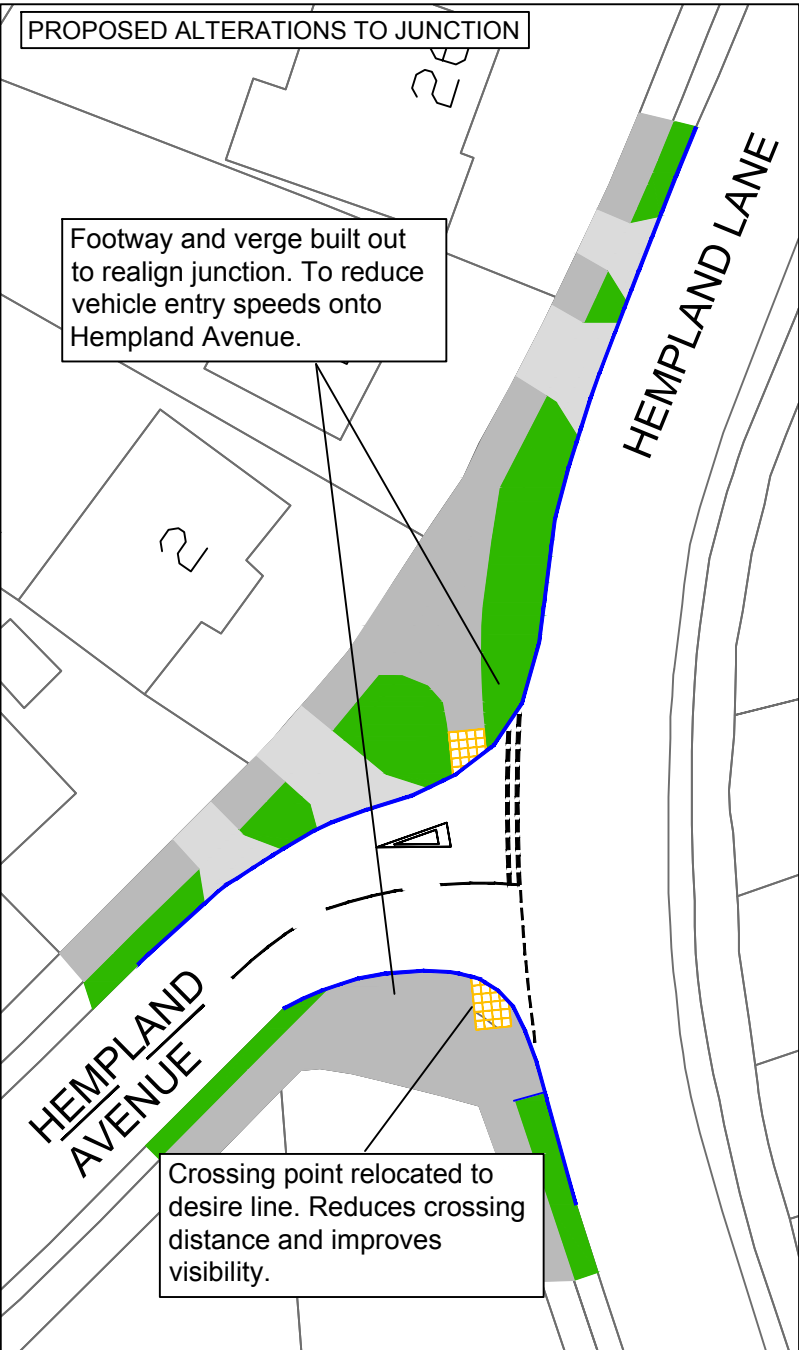
Corporate Director Economy and Place: Neil Ferris

www.york.gov.uk

LOCATION PLAN



PROPOSED ALTERATIONS TO JUNCTION








Footway and verge built out to realign junction. To reduce vehicle entry speeds onto Hempland Avenue.

Crossing point relocated to desire line. Reduces crossing distance and improves visibility.

NOTES:

KEY:-

-  PROPOSED TACTILE PAVING
-  PROPOSED KERBLINE
-  VERGE
-  VEHICLE CROSSING
-  FOOTWAY

© CROWN COPYRIGHT/ City of York Council OS Licence No. 1000 20818

CONSULTATION

| Revision | By | Checked | Approved | Date | Description |
|----------|----|---------|----------|------|-------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |



Project
Hempland Avenue
SMS 17/18

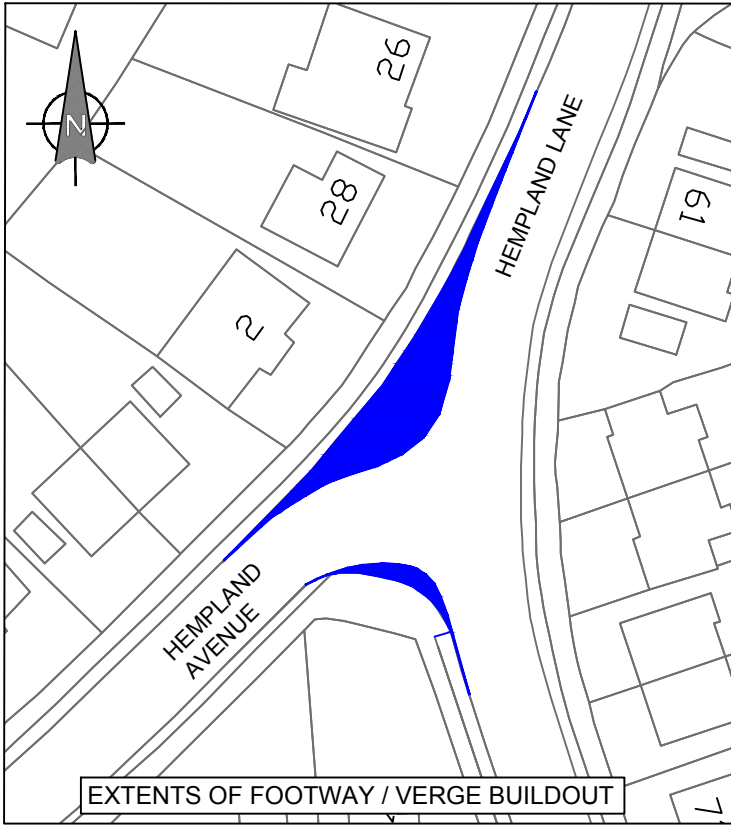
Drawing
Proposed Road Humps
and Kerb Realignment

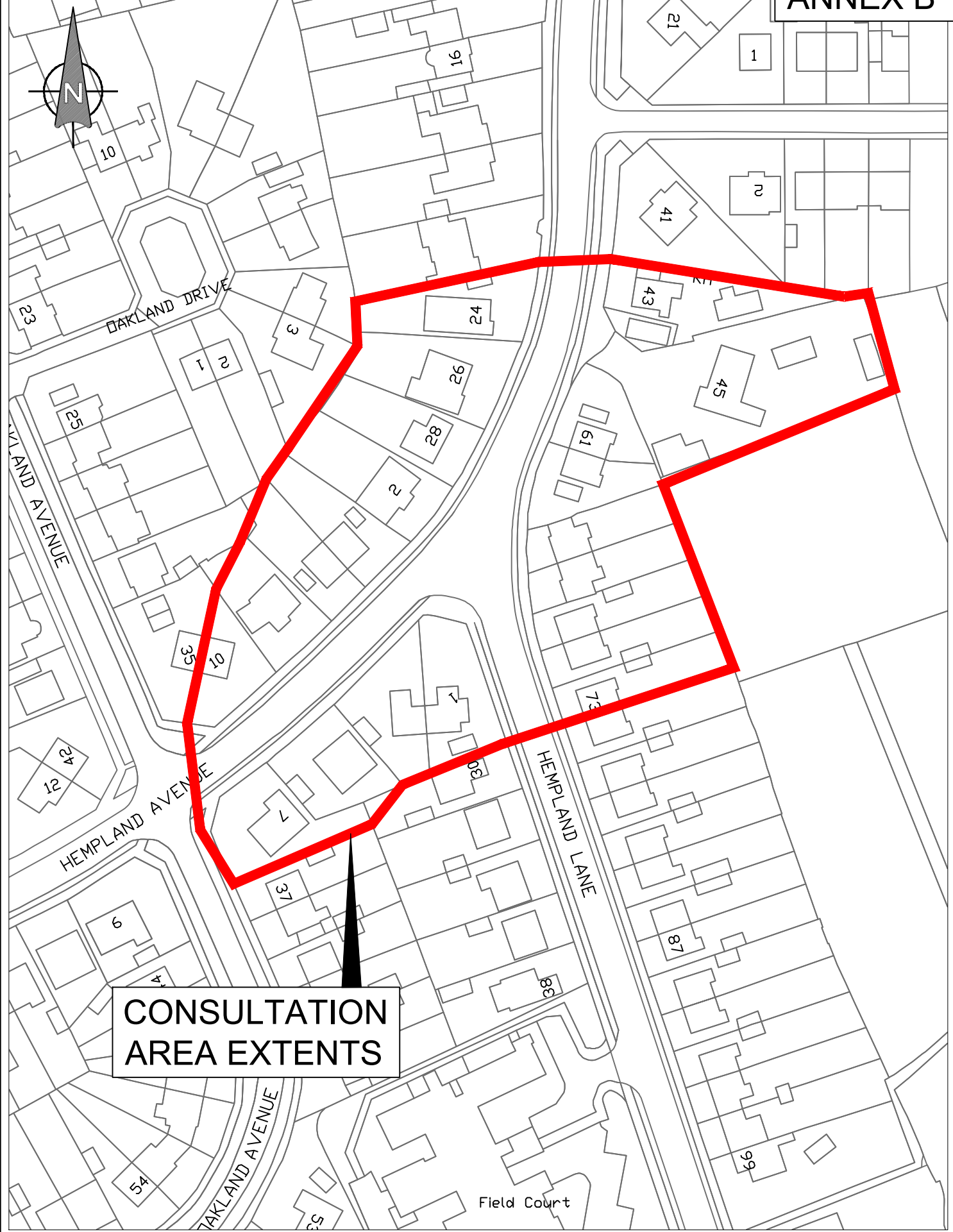
Drawn by: BP Date: Sept 18
Checked by: DM Date: Sept 18
Authorised by: Date:

Drawing No. TP-170011-CONS-01 Revision

Drawing Scale: NTS A4
CAD Filename: Plot Scale:

EXTENTS OF FOOTWAY / VERGE BUILDOUT





L:\DOCUMENT\Transport Projects\Projects\10 - Safety & Accessibility Schemes\Speed management\17_18\YK1611000 Hempland Ave\Drawings\Hempland Avenue_Kerb Realignment Consultation.dwg



Transport Projects
 Eco Depot, Hazel Court, James Street, York, YO10 3DS
 www.york.gov.uk

Hempland Ave
 Speed Management Scheme

| REV | AMENDMENTS | DATE | DRAWN |
|-----|------------|------|-------|
| | | | |

TP/SMS/HA/CONS

| | |
|-------|------------|
| SCALE | NTS |
| DATE | 13/08/2019 |
| DRAWN | B Potter |
| CHECK | |

This page is intentionally left blank

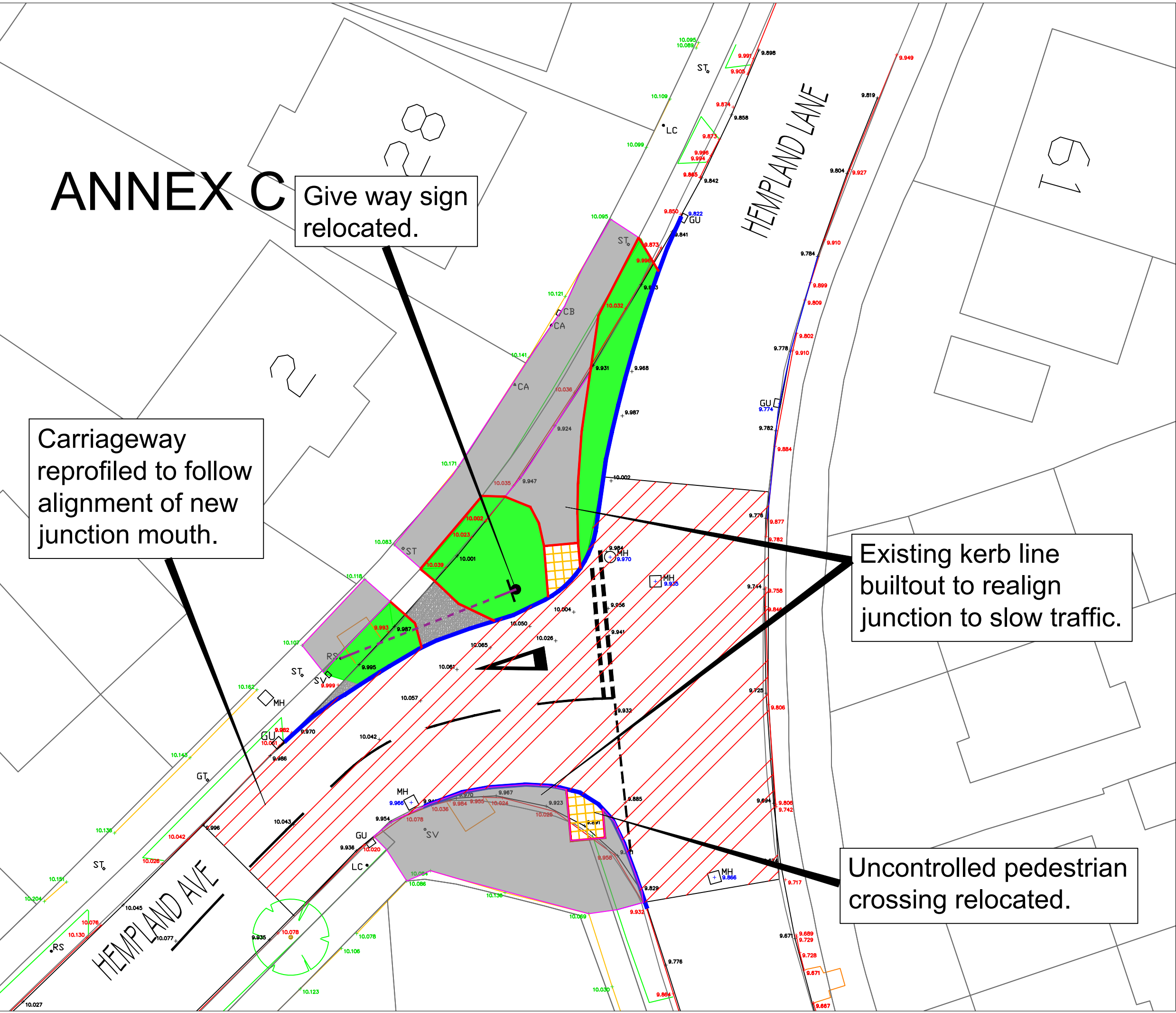
ANNEX C

Give way sign relocated.

Carriageway reprofiled to follow alignment of new junction mouth.

Existing kerb line builtout to realign junction to slow traffic.

Uncontrolled pedestrian crossing relocated.



NOTES:

©CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818

CONSTRUCTION

Page 55

| Revision | By | Checked | Approved | Date | Description |
|----------|----|---------|----------|------|-------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |



Transport Projects
Eco Depot, Hazel Court, James Street, York, YO11 3DS
www.york.gov.uk

Project
Speed Management Scheme
Hempland Avenue
Junction Realignment

Drawing
General Arrangement

Drawn by B Potter Date: _____
Checked by _____ Date: _____
Authorised by _____ Date: _____

Drawing No.
TP/170011/GA

Drawing Scale: NTS

CAD Filename: _____ Plot Sc _____

ANNEX C

This page is intentionally left blank



Decision Session – Executive Member for Transport 19 September 2019

Report of Assistant Director Transport, Highways & Environment

Residents Parking Petitions: Bishopthorpe Road (part), Rectory Gardens, Kilburn Road, Wellington/Gordon/Willis/Wolsey Streets, Longfield Terrace (part), Lower Ebor Street (part) and the Revival Estate**Summary**

1. To report the receipt of seven petitions and determine what action is appropriate in each case.

Recommendation

2. It is recommended that:
 - Option 3 –Bishopthorpe Road (part) and Rectory Gardens - approve the addition of these areas to the waiting list, but combine with the consultation for Balmoral Terrace which is already on the waiting list.

Reason: Because this will respond to the residents concerns over a wider area in a more timely fashion.

- Option 3 –Kilburn Road - approve the addition of this area to the residents parking waiting list and consider the extent of the potential consultation area when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- Option 3 – Wellington/Gordon/Willis/Wolsey Streets - approve the addition of this area to the residents parking waiting list and consider the extent of the potential consultation area when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- Option 2 – Longfield Terrace and lower Ebor Street - approve the advertising of extending the existing zones that surround these 2 small areas on the same terms as the existing schemes.

Reason: Because these small areas are entirely within existing zones and the extension to those zones will be on the basis of the existing restrictions and this has the potential to resolve this matter in a more timely fashion.

- Option 3 –The Revival Estate - approve the addition of this area to the residents parking waiting list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

Background

3. Bishopthorpe Road (part) and Rectory Gardens - There are 53 and 21 signatures respectively on the petitions requesting that the streets become residents parking zones. The petition front sheets are shown in Annex A along with a plan showing the location and existing residents parking zones. Because Balmoral Terrace (indicated on the plan) is already on the waiting list it is suggested that these requests be considered as a single item and that they be added to one or more of the existing adjacent zones.
4. Kilburn Road – There are 48 signatures on the petition requesting the area become a residents parking zone. The petition front sheet is shown in Annex B along with a plan showing the location and existing residents parking zones. Because Alma Terrace (indicated on the plan) is already on the waiting list it is suggested that these two requests be considered as a single item and that they be added to the existing adjacent zone R20
5. Wellington/Gordon/Willis/Wolsey Streets – There are 54 signatures on the petition requesting the area become a residents parking zone. The petition front sheet is shown in Annex C along with a plan showing the location and existing residents parking zones. It is suggested that consideration be given to expanding an existing residents parking zone to include these streets plus any others in the immediate area if thought appropriate when consultation takes place.
6. Longfield Terrace and Lower Ebor Street - There are 11 and 38 signatures respectively on the petitions requesting that these parts of streets become residents parking zones. The petition front sheets are shown in Annex D and E along with plans showing the location and existing residents parking zones. These locations are oddly not part of the

existing residents parking zones that surround them. It is thought likely that when the existing zones were introduced there must have been a strong representation made by the residents at that time to not be included. Time has now moved on and it is appropriate to consider expanding the zones to include these two small areas on the same conditions as the existing zones.

7. Revival Estate – information has been provided (see Annex F, also includes a plan of the area) to indicate there is a strong interest in taking a residents parking scheme forward for the area.
8. There has been a flurry of interest in becoming part of a residents parking zone in the last 2 to 3 years. This increase in demand has resulted in a waiting list (see Annex G) for investigating new requests. The process and likely timescales for investigating and implementing a scheme is also outlined on the waiting list in Annex G. Each request will be investigated in the order the request was made, except in unusual circumstances (as indicated in Paragraph 6 above) or where 2 or more requests are adjacent to one another and can be taken forward as one.
9. In addition, depending on circumstances at the time, the extent of the consultation area may be extended beyond the area the petition came from. However, if this is done we would still respect the majority view of residents in the extended area before recommending to take a scheme forward or not for those residents.
10. Because of the increased desire to become part of the residents parking system additional funding of £30k has been made available to progress the backlog of requests.

Options for Consideration

11. Option 1 – Note a petition but take no action. This is not the recommended action for any of the petitions because it does not address the residents concerns.
12. Option 2 – Approve a formal traffic regulation order consultation where the petition area is within an existing zone and the restrictions would be consistent with the existing zone, making the usual initial consultation not required. This is a recommended option because it has the potential to speed up the resolution of the concerns raised by residents without unduly affecting the progress of other items on the waiting list.
13. Option 3 – Approve the addition of the street/area to the waiting list and investigate the possibility of expanding the existing adjacent zone to incorporate the new street/area when it reaches the top of the waiting list.

This is a recommended option because it is consistent with the approach taken when we have a waiting list due to more requests than resources.

14. Option 4 – Approve the start of the consultation process for these requests ahead of those already on the waiting list. This is not a recommended option because it would not be seen as fair or reasonable by those already on the waiting list.

Consultation

15. If option 2 is approved then the formal legal Traffic Regulation Order consultation will be carried out.
16. If option 3 is approved there is no consultation until the areas reach the top of the waiting list then there will be a 2 stage consultation process. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to an Executive Member meeting for a decision on how to proceed. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

17. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

18. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

19. None.

Contact Details

Authors:

Alistair Briggs
Traffic Team Leader
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways &
Environment

Date: 6 September 2019

Specialist Implications Officer(s)

None.

**Wards Affected: Clifton, Dringhouses & Woodthorpe,
Micklegate, Fishergate,**

For further information please contact the author of the report.

Background Papers: None.

Annexes:

- Annex A Bishopthorpe Road (part) and Rectory Gardens petition front sheets and location plans.
- Annex B Kilburn Road petition front sheet and location plan.
- Annex C Wellington/Gordon/Willis/Wolsey Streets petition front sheet and location plan.
- Annex D Longfield Terrace (part) petition front sheet and location plan.
- Annex E Lower Ebor Street petition front sheet and location plan.
- Annex F Revival Estate information and location plan.
- Annex G Residents parking waiting list.

This page is intentionally left blank

Bishopthorpe Road (part) and Rectory Gardens Petition Front Sheets

| | |
|---------------------|-----------------------------|
| Petition to: | City of York Council |
|---------------------|-----------------------------|

| | |
|--|--|
| Petition Summary and Background | <p>Since the introduction of additional "Residents Priority Parking Schemes" in adjacent streets along Bishopthorpe Road, and new residents have moved into properties in The Chocolate Works development (where parking is limited).</p> <p>We as residents on Bishopthorpe Road between Beresford Terrace to Reginald Grove (even number side) and Balmoral Terrace to Campleshon Road (odd number side) find it impossible to find any parking spaces at all times of day. Adding to this problem we are witnessing vehicles being parked all day with owners walking over the Millennium Bridge to work etc.</p> |
|--|--|

| | |
|------------------------|--|
| Action Required | <p>Therefore we the undersigned are petitioning for a "Residents Priority Parking Scheme" to be introduced on Bishopthorpe Road between Beresford Terrace to Reginald Grove (including properties 230 – 270) and Balmoral Terrace to Campleshon Road (including properties 177 – 211). And our Petition to be included in the Balmoral Terrace consultation as each has a direct affect on the other. Also we respectfully request that both sides of our section of road be included in (R58) zone, giving us some flexibility accommodating patients parking needs at South Bank Medical Centre located on the corner of Bishopthorpe Road and Balmoral Terrace.</p> |
|------------------------|--|

| Name - Printed | Name - Signed | Address | Comments | Date |
|----------------|---------------|---------|----------|------|
|----------------|---------------|---------|----------|------|

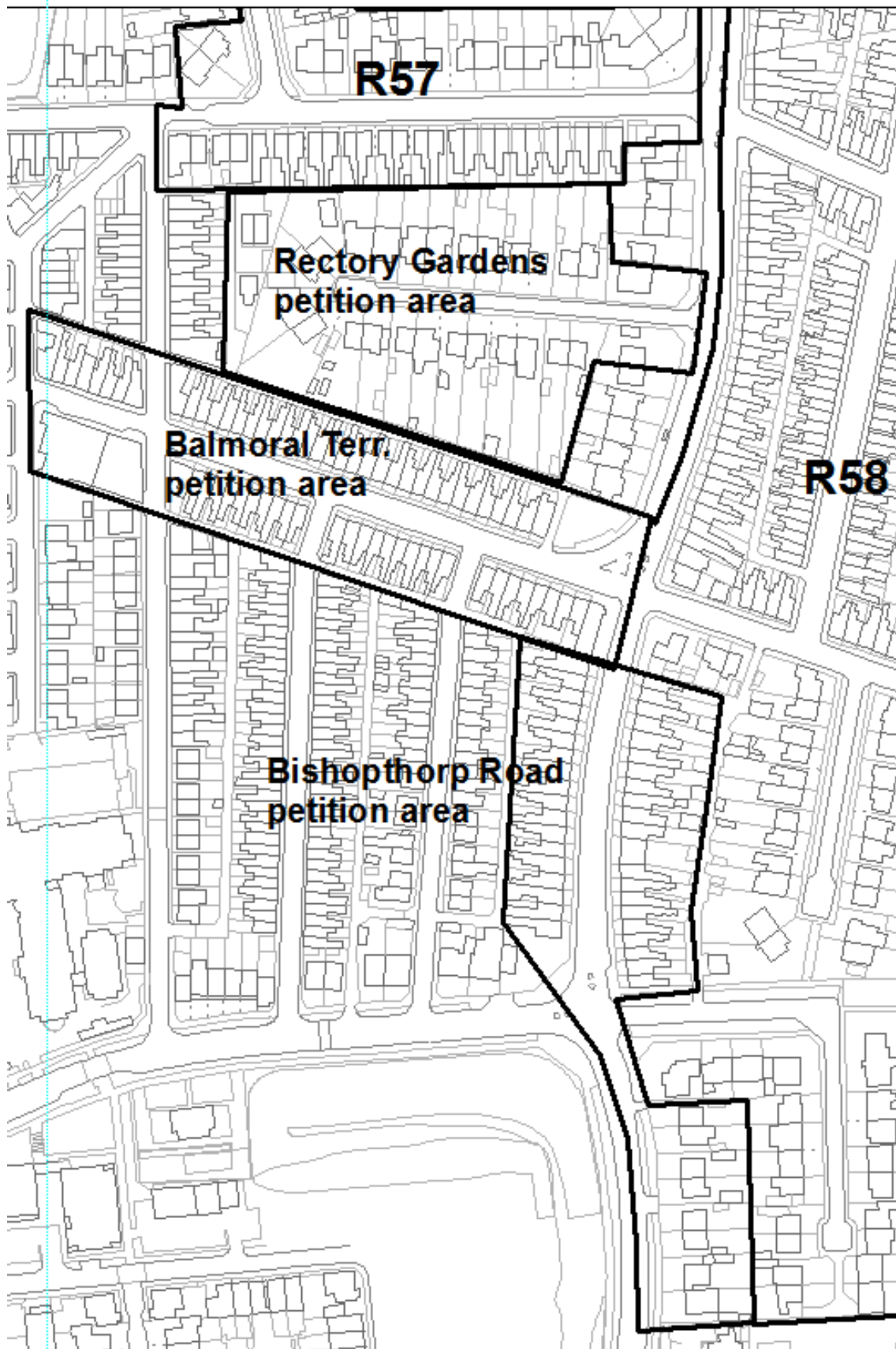
York Labour

York Labour Party – Public Consultation for the introduction of Residents Priority Parking Petition.

We the undersigned are in favour of CYC carrying out a formal consultation for the introduction of residents priority parking in Rectory Gardens

| | | | |
|------------------------|---------|----------|--|
| NAME (please print) | Address | POSTCODE | Please tick the box if you are wanting to receive updates regarding this issue |
|------------------------|---------|----------|--|

Bishopthorpe Road (part) and Rectory Gardens Plan



Kilburn Road Petition Front Sheet

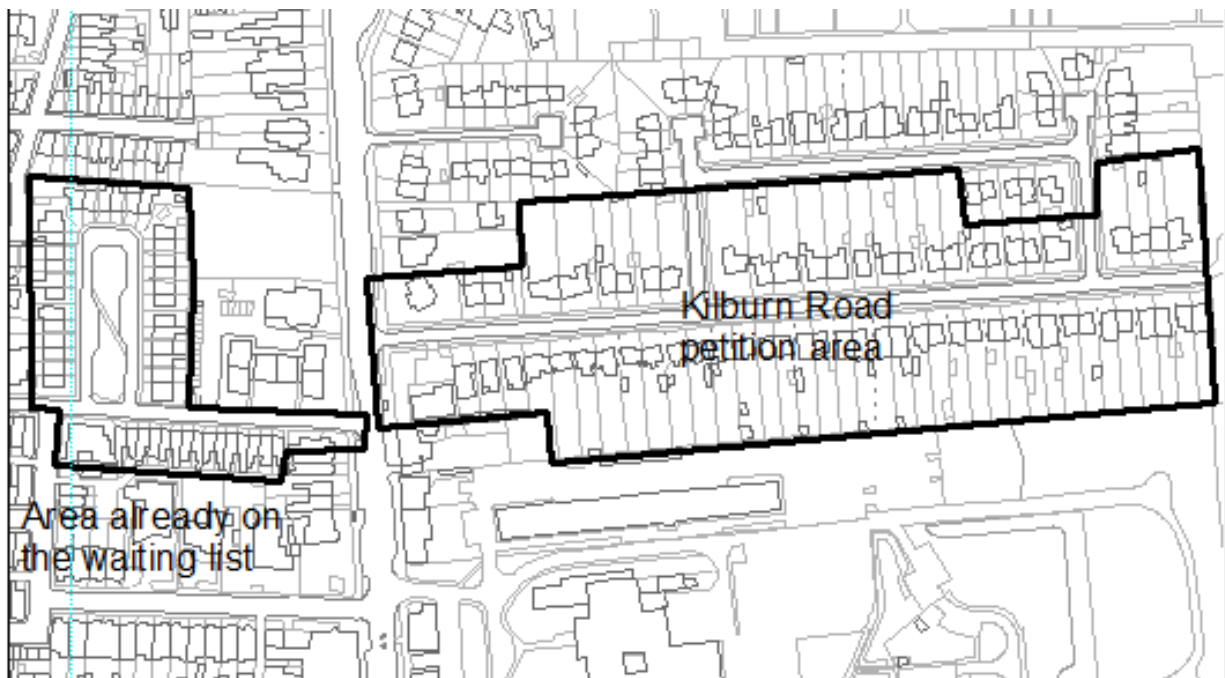
PETITION: RESIDENTS PARKING

We call for the introduction of a 'residents only' scheme for Kilburn Road to stop commuter parking outside our homes. This could get worse as a consequence of Frederick House redevelopment for student accommodation,

Name

Address

Kilburn Road Location Plan



This page is intentionally left blank

Wellington/Gordon/Willis/Wolsey Streets Petition Front Sheet

Petition: Residents Parking

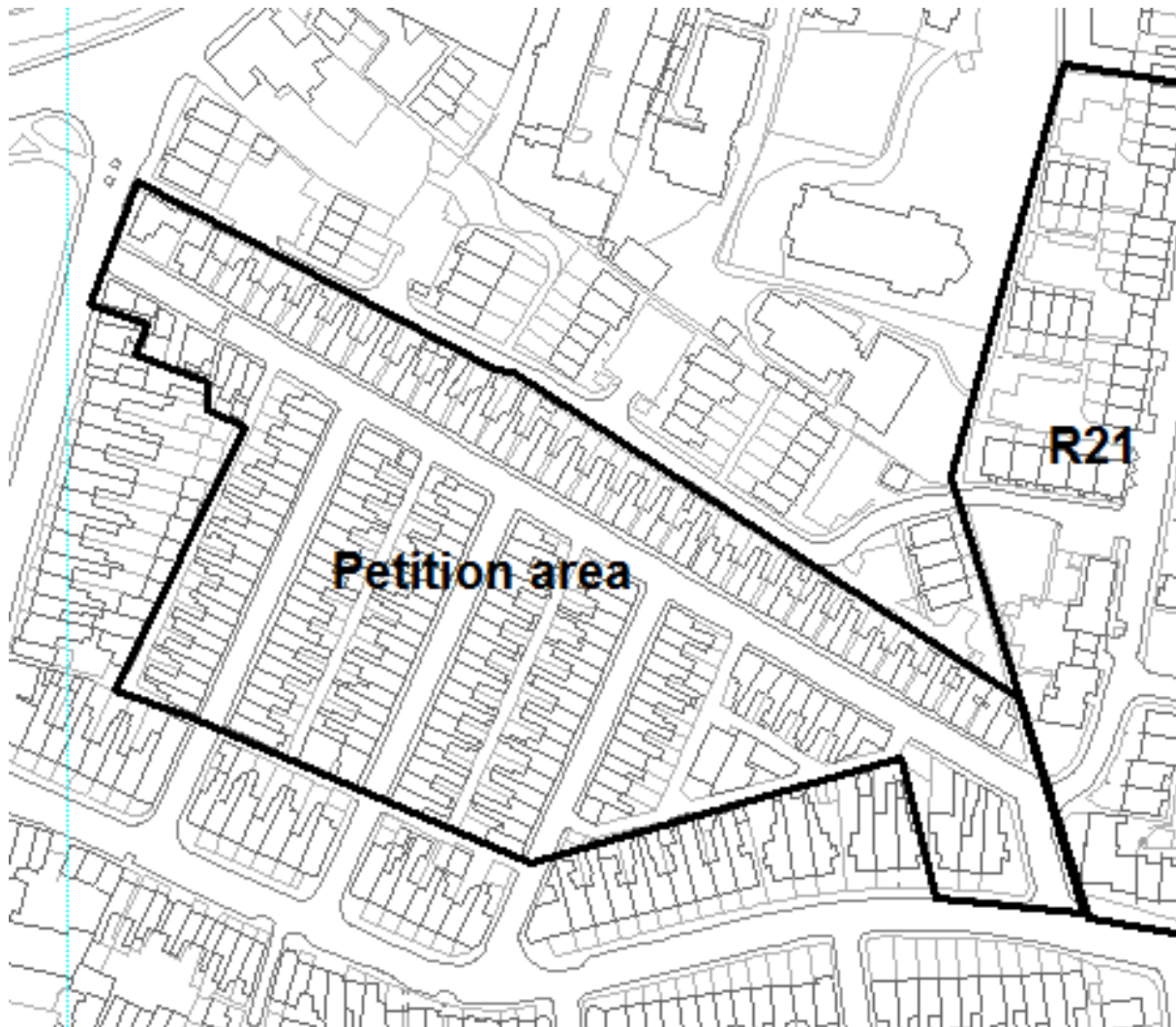


We call for the introduction of a 'residents only' parking scheme for Wellington, Gordon, Willis and Wolsey Streets to stop commuter parking outside our homes.

(NB. Rules now allow a zone approach, without marked bases or the loss of parking spaces. A council run ballot of every household would take place before any decision to introduce regulations. Residents without a car can vote and are allowed to buy daily visitor permits as required).

| Name | Address | EMAIL OR PHONE NUMBER * | York Greens for 2019?* |
|------|---------|-------------------------|------------------------|
| | | | |

Wellington/Gordon/Willis/Wolsey Streets Plan



This page is intentionally left blank

Longfield Terrace Petition Front Sheet

To owners and residents of 1 to 19 Longfield Terrace.

23 January 2019

Residents Parking

As you know the stretch of road between numbers 1 and 19 Longfield Terrace is not included in the surrounding residents parking zone (ResPark Zone 33), which covers all the streets south of Bootham and west of the railway. The result of this is that a number of non-residents, including some who live in other streets in the ResPark 33 area and do not pay for permits, use the road to park in daily, or in some cases, for longer periods. This has the knock on effect of making it difficult for residents or their visitors to park and for deliveries and tradesmen working here.

To ease this situation it has been suggested that we approach City of York Council in order to get this part of Longfield Terrace included in the residents parking zone. This would have two advantages; it would reduce the number of vehicles parked in the road and it would give residents the opportunity of parking legally further down Longfield Terrace or in Sycamore Terrace if necessary. Residents would have to pay for a parking permit, at present this is equivalent to less than £2 per week for a single car. Details of the scheme, including the charges, are on the Council's website and can be found at:

york.gov.uk/info/20102/parking_permits/1387/residents_priority_parking_scheme_respark

Before we think about approaching the Council it would be useful to know the feelings of the residents and owners who would be affected by the implementation of residents parking. Would you please indicate your views below and return to:

I/we would be **in favour** of this part of Longfield Terrace being included in the residents parking zone.

Please
Tick

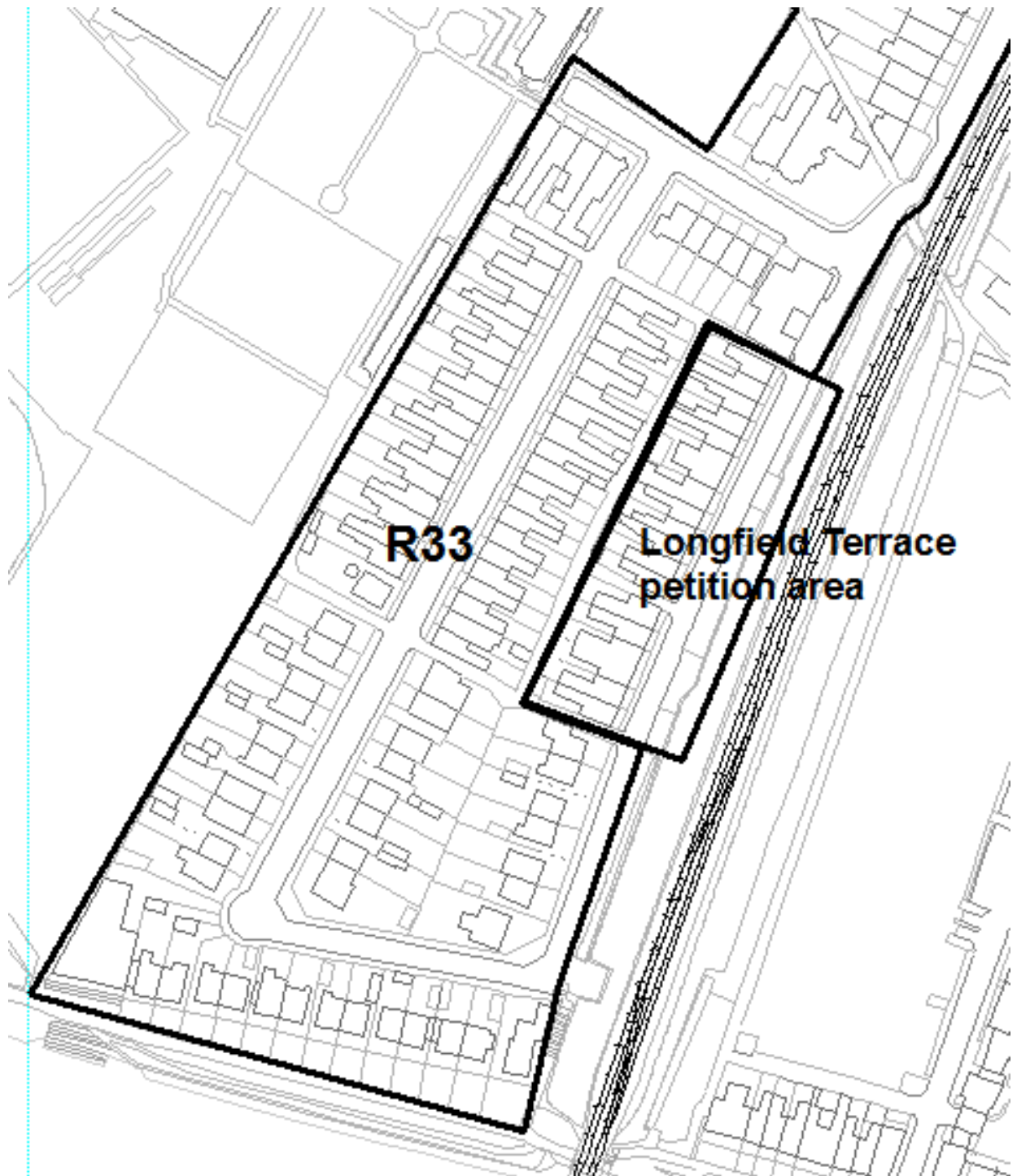
I/we would be **against** of this part of Longfield Terrace being included in the residents parking zone.

I/we have no opinion about residents parking in Longfield Terrace

Please put any additional comments and your name and house number below.

| | Yes | No | No Opinion | No Reply | Comments |
|-------------|-----|----|------------|----------|--|
| | ✓ | | | | |
| | ✓ | | | | |
| | ✓ | | | | |
| | ✓ | | | | |
| HMO | ✓ | | | | |
| HMO | | | ✓ | | Concerned about costs, but moving out June 2019 |
| Airbnb | | | | ✓ | |
| | | | | ✓ | |
| Vacant | | | | ✓ | |
| Airbnb | | | | ✓ | |
| Vacant | | | | ✓ | |
| | ✓ | | | | Happy at present, but may get second car |
| | ✓ | | | | |
| | ✓ | | | | Parking at rear, difficult access - people parking across lane |
| | | | | ✓ | |
| | ✓ | | | | |
| | | ✓ | | | Concerned about cost |
| Guest House | | | | ✓ | |
| | ✓ | | | | Same concerns as expressed in letter |
| | ✓ | | | | |
| | 11 | 1 | 1 | 7 | |

Longfield Terrace Location Plan



This page is intentionally left blank

Lower Ebor Street Petition Front Sheet

Re: Petition for ResPark Scheme – Lower Ebor Street

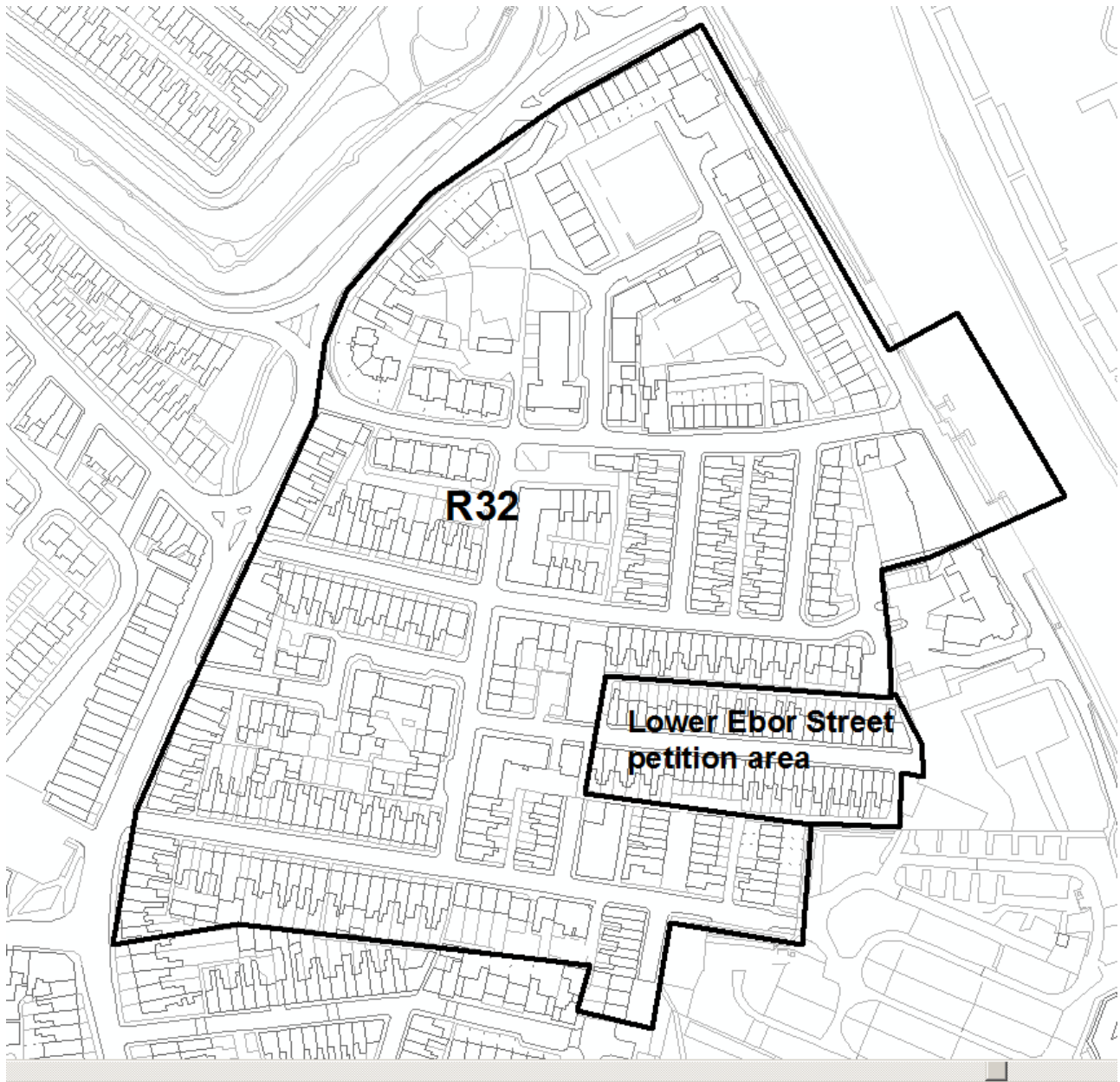
Please find enclosed a petition signed by residents of Lower Ebor Street in support of implementing a 24 hour ResPark Scheme to prevent inconsiderate parking by non residents.

There are 58 properties affected by parking, this does not include residents of 1 & 6 The Maltings who have access to a residents car park and R32 parking on Lower Darnborough St. The majority of households have now signed the petition, and we would appreciate you adding it to your report for consideration as soon as possible.

Any assistance you are able to provide to expedite this request along with additional signage to prevent caravans from accessing the street, would be greatly appreciated.

| Parking - Lower Ebor Street | | |
|--|---------|-----------|
| Petition to City of York Council – Network management | | |
| <p>We, the undersigned petition the Council to implement a Residents' Priority Parking Scheme (ResPark) for permit parking on Lower Ebor Street due to problems associated with inconsiderate parking due to high levels of non- resident parking</p> | | |
| Name | Address | Signature |

Lower Ebor Street Plan



Revival Estate Information

I am writing on behalf of the Revival Residents Community Association (Tadcaster Road, YO24) to request the City of York Council to take immediate action in order to resolve the acute safety and access concerns on the Revival Estate.

Background: For the past few years we have been experiencing increasing access, traffic and parking issues caused by the students from York College who treat the Revival Estate as a carpark, due to (1) being banned from parking within the College grounds in the first year after passing their driving test and (2) avoiding to pay any parking fees. We note that the streets in the immediate neighbourhood of York College, e.g. Chessingham Gardens and The Grove are completely double yellow lined, thus rendering the Revival Estate as the location with highest proximity that could offer a cost-free 'solution' to their parking need.

So far, there have been **two reported accidents** by student drivers resulting in damage to vehicles and property, but luckily *so far* no one has been injured. There have also been several sightings of students driving recklessly and racing each other around the estate.

The current parking situation during the daytime causes danger and inconvenience to residents when trying to access their homes, significantly increases the volume of estate traffic, creates access issues for delivery vehicles and poses a **worrying safety risk** if the need arose for emergency vehicles (such as fire engines) to access the estate, since double parking is a common occurrence.

Estate Action:

In order to tackle these problems and arrive at potential solutions, we formed an estate parking group and discussed our issues at length, both with the College and with the Council. We explored various avenues, e.g. the use of the old Askham Bar Park & Ride site, increasing the number of parking spaces at the college and other free parking options for students. It appears that the only way we can resolve this particular safety issue is to implement some form of Residents Parking Permit Scheme and Speed Restriction.

Proposed solution:

We propose to implement a Residents Parking Permit Scheme and a Restricted Speed Limit to 20mph, such as those operating in many areas of York. Our preferred option would be a scheme that would only operate on **weekdays during 10am - 3pm, 1st January - 10th July and 5th September - 20th December**.

Overwhelming resident support for the proposed solution:

As advised by Cllr Stephen Fenton, we have conducted an opinion survey to investigate the resident support for (1) a Residents Parking Permit Scheme and (2) a reduction in speed limit to 20mph. Attached please find a copy of the letter and survey that were sent to all residents. I also attach a list of the names who are in favour of the proposals.

Specifically, responses are included from houses on Principal Rise, Academy Drive, College Court, Bursary Court, Chancellor Grove and Teachers Close, with 145 households responding (out of 222). This equates to an overall **response rate of over 65%**, with streets such as Bursary Court whose residents have to drive the entire depth of the estate, exceeding a 90% response rate. Of those who responded, **over 90% are in favour** of both a Residents Parking Permit Scheme and a restricted speed limit to 20mph. This effectively means that overall, **over 60% of residents are in favour of a Residents Permit Parking Scheme and 64% are in favour to have the speed limit on the estate reduced to 20mph**, with signs at the entrance of the estate to show this. N.B.: Whilst the flats on Scholars Court and Master Mews were administered this survey, their responses are not included in the statistics above, as only 5% responded due to them already having their own parking permit system, which would continue to operate and be separate from this.

Cllr Fenton, with the guidance from Alistair Briggs, has informed us that our proposed permit restrictions are indeed acceptable and that we need 25% of households (e.g. 50% response rate and 25% of those supportive) to be in favour of this proposal in order to proceed with the council.

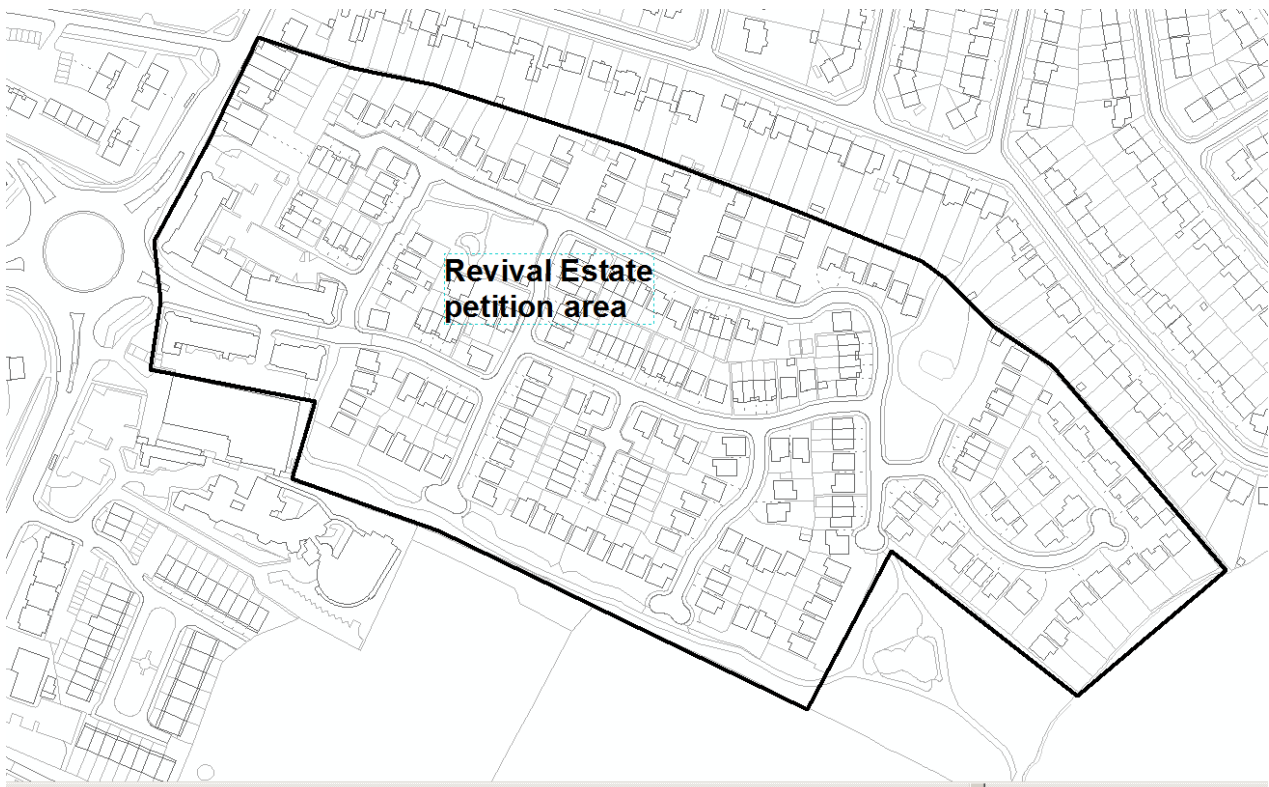
Council Action:

With overwhelming evidence that the majority of homeowners on the Revival Estate are in favour of a Residents Parking Permit Scheme and Restricted Speed Limit to 20mph, we now urge the City of York Council to take the next steps to put these proposals in place. We would appreciate it if it possible to have the speed limit reduction implemented ASAP for safety reasons.

The Revival Estate is a residential estate and the Council can protect the safety of our children, and ourselves, by immediately and effectively taking action.

Our parking group would also be happy to meet in person if required for this action to proceed.

Revival Estate Plan



Residents Parking Waiting List

Residents parking schemes are dealt with in order of when they are received. The number of schemes introduced per year depends on funding and other workload priorities.

| Process | Approximate timescale |
|--|-----------------------|
| <p>Stage 1 – initiation The request (normally by petition) indicating significant support in an area or street is reported for either approval to take forward or refuse.</p> | 8 weeks |

If approved, when the potential scheme reaches the top of the waiting list work begins.

The time between stage 1 and 2 varies significantly depending on the length of the waiting list. Once stage 2 begins a residents parking zone will normally take around 9 months to complete.

| | |
|--|--|
| <p>Stage 2 – start of project A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed. The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order (TRO). TRO preparation and advertising Any objections to the proposed TRO are then reported for consideration. If the objections are overturned the scheme will then be implemented.</p> | <p>6 – 8 weeks</p> <p>8 weeks</p> <p>4 - 6 weeks</p> <p>8 weeks</p> <p>12 - 15 weeks</p> |
|--|--|

Waiting List

| Area | Date received | Progress (NOTE: not all will get through to implementation) | |
|--|---------------|---|---|
| Danesmead estate | April 2017 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes Yes Oct Yes June Sept. |
| Fulford Cross Deferred until land issues resolved Intention will be to re-join it to the Danesmead scheme. | April 2017 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes Yes Yes deferred |
| Clifton Dale | June 2017 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes Yes Oct |
| Pasture Farm Close | Sept. 2017 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes Yes Oct |
| Albemarle Road (15-37) | Jan 2018 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes |
| Main Avenue, First Avenue and Second Avenue | May. 2018 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes |

| | | | |
|---|---------------|---|-----|
| Balmoral Terrace May need to consider Bishopthorpe Road at the same time | June. 2018 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes |
| Farrar Street | Nov. 2018 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes |
| Windmill Gates | Dec. 2018 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes |
| Alma Terr. (part) / Alma Grove Also several requests from end of the street not petitioned. | Nov. 2018 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes |
| Slingsby Grove | Dec. 2018 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | Yes |
| Bishopthorpe Road Inc properties S of Reg. Gr. May be considered at the same time as Balmoral Terrace | Feb. 2019 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | |
| Rectory Gardens May be considered at the same time as Balmoral Terrace | May 2019 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | |

| | | | |
|---|--------------|---|--|
| Kilburn Road | May 2019 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | |
| Wellington, Gordon, Willis and Wolsley Streets | May 2019 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | |
| Longfield Terrace | May 2019 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | |
| Lower Ebor Street | June 2019 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | |
| Revival estate | June 2019 | Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped | |

Completed Residents Parking Requests 2016 Onwards

| Area | Date received | Finished | |
|-------------------------------|----------------|-------------|-----|
| South Bank Avenue Petition | Summer 2016 | Implemented | Yes |
| Butcher Terrace area Petition | Summer 2016 | Implemented | Yes |
| Phoenix Boulevard Petition | Summer 2016 | Implemented | Yes |

| | | | |
|---|---------------|-------------|-----------|
| Railway Terrace / St Paul's area Petition | Summer 2016 | Implemented | Yes |
| St. Aubyn's Place | February 2017 | Implemented | Yes |
| St. John's Place and Chestnut Court | August 2017 | - | NO ACTION |
| Sussex Road petition | May 2017 | - | NO ACTION |
| Broadway / Westmorland Drive | Sept. 2017 | - | NO ACTION |
| Rosedale Street | April 2017 | Implemented | April '19 |

This page is intentionally left blank