

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

To: Councillor D'Agorne (Executive Member)
Date: Thursday, 19 March 2020
Time: 2.00 pm
Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday 23 March 2020.**

*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 Tuesday 17 March 2020.**

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. Minutes

(Pages 1 - 6)

To approve and sign the minutes of the meeting held on 20 February 2020.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on Wednesday 18 March 2020. 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

4. Economy & Place Capital Programme – 2020/21 (Pages 7 - 18) Budget Report

This report sets out the Economy & Place Transport Capital Programme for 2020/21, as agreed at Budget Council on 27 February 2020, and provides further details of the Local Transport Plan funding allocations.

The Executive Member is asked to approve the proposed programme of schemes for 2020/21.

5. Consideration of representations received to the advertised Residents Priority Parking scheme for Clifton Dale and Clifton Green (Pages 19 - 30)

The Executive Member will consider the formal representations made to a recently advertised Traffic Regulation Order to implement a new residents priority parking scheme to include Clifton Dale and Clifton Green (part).

6. Consideration of an objection received to the advertised Traffic Regulation order for Double yellow lines on Gray Street (Pages 31 - 44)

The Executive Member will consider the formal representation made to a recently advertised Traffic Regulation Order to convert an existing section of single yellow line to double yellow lines to facilitate access and pedestrian movement.

7. Yearsley Crescent Residents Parking Petition (Pages 45 - 56)

The Executive Member will consider a petition requesting a residents parking scheme for Yearsley Crescent and determine what action is appropriate.

8. TSAR Traffic Signal Refurbishment – Hull Road/Lilac Avenue (Pages 57 - 68)

The Executive Member will consider a report outlining proposed alterations to the traffic signalling equipment at this site which have become life expired and determine what action is appropriate.

9. iTravel York progress report and programme 2020/21 (Pages 69 - 82)

The Executive Member has been asked to note a report which provides an update following confirmation of Access Fund from the Department for Transport for the 20/21 financial year. It details the iTravel Programme of work to tackle congestion through promoting behaviour change towards sustainable travel options.

10. 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

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	20 February 2020
Present	Councillors D'Agorne and Waller

57. Declarations of Interest

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

The Executive Member declared a potential interest in Agenda item 6 'Consideration of Objections Received to the Proposed Residents' Priority Parking Area on Fulford Crossing' in that it had been pointed out to him that in his capacity as Ward Councillor, he was not impartial and would therefore not be able to determine this item. Cllr Waller took the Chair for this item.

58. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 17 January 2020 be approved and signed by the Executive Member as a correct record.

59. Public Participation

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme. They both spoke on Agenda item 6 'Proposed Residents' Priority Parking Area on Fulford Cross' as set out below.

Mr Richard Iggulden, long term local resident, spoke in objection to the proposals. He considered that there was no benefit to the proposal and that most of the traffic problems in the area arose at key school drop off and pick up times of 08:30 -09:30 and 15:30 – 16:30 due to the two schools in the area which may discourage . parents from sending their children to either of these schools. He suggested that it would be beneficial if an up

to date travel plan were produced and called for an urgent review of traffic access to the City.

Ms Antje Ramming-Robinson, long term local resident spoke in support of the proposal which she considered was essential. She highlighted that during the day there was very little parking space available. Cars were parking on the verges or blocking drives. Residents had requested this Resident Parking Area and there had been two consultations undertaken since this request. The proposals in the report were in accordance with the wishes of residents.

60. Consideration of Objection Received to Proposed Traffic Regulation Order at Longfield Terrace

The Executive Member considered a report outlining the objection made to the proposal to include a small section of Longfield Terrace into the existing residents parking zone (R33). The report asks the Executive Member to consider the proposal with the objection received and to decide the way forward on this matter.

The options available were:

1. Option 1 – implement the proposed restrictions as advertised. This is the recommended option because it is in line with what local residents have requested.
(Recommended Option)
2. Option 2 – drop the proposals and take no further action. This is not the recommended option because it would not deliver an improved parking provision for local residents.

The Executive Member considered the objection received from a visitor to York and advised that the Council has a Park and Ride scheme and provides city centre parking.

Resolved: That Option 1 be approved, to implement the proposed restrictions as advertised.

Reason: To provide the improved parking provision for residents in line with what the majority have indicated they would like.

61. Consideration of Objections Received to Proposed Traffic Regulation Order Changes at Piccadilly

The Executive Member considered a report on the objections made to a proposal to create Blue badge holder and loading bay provision in Piccadilly. The report asks the Executive Member to consider the proposal with the objections received and decide the way forward on this matter.

The options available were:

1. Option 1 – implement the proposed restrictions as advertised. This is the recommended option because it helps to mitigate the changes made to the city centre pedestrian zone. (Recommended Option)
2. Option 2 – consider advertising a revised set of restrictions. This is not the recommended option because there is no practical way of providing improvements for blue badge holders without impacting on other users.
3. Option 3 – drop the proposals and take no further action. This is not the recommended option because it would not deliver the desired improvements for blue badge holder parking.

The Traffic Team Leader and the Traffic Project Officer, provided the following information in response to questions from the Executive Member:

- Regarding the under used taxi rank, observations had been that this was rarely used during the day.
- Officers confirmed that the taxi rank was restricted to licensed vehicles only.

Resolved: That Option 1 be approved and that the revised restrictions be introduced as advertised.

Reason: To provide the improved parking provision for residents in line with what the majority have indicated they would like.

62. Consideration of Objections Received to the Proposed Residents' Priority Parking Area on Fulford Cross

The Executive Member considered a report on the representations received in response to an advertised proposal to introduce a Residents' Priority Parking Area on Fulford Cross. The report asks the Executive Member to consider the proposal with the objections received and decide the way forward on this matter.

The options available were:

1. Option (i): To over-rule the objections received and authorise implementation of the Residents' Priority Parking Area and additional restrictions as advertised and defined in Annex A. (Recommended Option)
2. Option (ii): Uphold the objections and take no further action on this matter. This is not a recommended option (see Analysis/16)

The Traffic Team Leader and the Traffic Project Officer, provided the following information in response to questions from the Executive Member and the representations received:

- Resident Parking schemes are put forward by residents with a petition and are not schemes that Council officers suggest to communities. On receiving a petition officers work with residents to produce a scheme that is suitable.
- On page 26 of the Agenda pack it states that the School Travel Co-ordinator at City of York Council would work with any school to educate and encourage sustainable models of travel when asked.
- There were additional resources to support the Residential Parking Scheme if it was found to have had an impact further along the street at Danesmead Estate, and should they request a Residents Parking scheme, they would go to the top of the list.
- Officers confirmed that there were resources in place to accelerate Residential Parking Schemes. This had meant that these schemes were led by residents rather than a Council imposed whole area review.

Resolved: That Option – 1 be approved, to over-rule the objections received and authorise implementation of

the Residents' Priority Parking Area and additional restrictions as advertised and defined in Annex A.

Reason: To improve residential parking amenity for the residents of Fulford Cross. On consultation, the majority of residents who responded supported the introduction of a Resident Parking Area.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 2.00 pm and finished at 2.30 pm].

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**Decision Session – Executive Member for
Transport****19 March 2020**

Report of the Corporate Director of Economy & Place

Economy & Place Transport Capital Programme – 2020/21 Budget**Summary**

1. This report sets out the Economy & Place Transport Capital Programme for 2020/21, as agreed at Budget Council on 27 February 2020, and provides further details of the Local Transport Plan funding allocations.

Recommendations

2. The Executive Member is asked to:

- 1) Approve the proposed programme of schemes for 2020/21.

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

Background

3. Following approval at Budget Council on 27 February 2020, the Transport Capital Budget for 2020/21 has been confirmed at £21,282k. The approved budget includes funding from the Local Transport Plan (LTP) grant and council resources.
4. The budget also includes significant funding from various external sources, including grant funding from the government's Office of Low Emission Vehicles (OLEV) and the European Regional Development Fund (ERDF) for the Hyper Hubs project, the National Productivity Investment Fund, the West Yorkshire Transport Fund, and funding from the Department for Transport for the Outer Ring Road Dualling scheme.

5. Details of the budget are shown in Annex 1 to this report.

2020/21 Major Schemes

6. The allocations within the Major Schemes block will deliver a significant programme of improvements to the city's transport infrastructure. Funding for these schemes has been secured from several external funding sources, with contributions from the council's capital budgets as agreed at Budget Council in February 2020.
7. The City Centre Access & Security scheme will provide permanent measures to improve security in the city centre, following the decision in August 2019 to make the revised city centre traffic restrictions permanent. The proposed works to install physical measures (static and automated) to secure the Phase 1 area of the city centre were approved at the report to Executive in February 2020, and will be progressed in 2020/21. Work will also be carried out to install permanent measures at Racecourse Road/ Knavesmire Road, as agreed with York Racecourse.
8. York's Clean Air Zone was launched on 31 January 2020, and requires every bus operating frequent services on or within the inner ring road to meet the Euro VI emission standard within 12 months. As previously reported to the Executive, the council has committed £1.4m funding (plus £0.2m grant funding from Defra) to bus operators to convert buses to the new standards. Following grant applications in autumn 2019, a total of 93 buses from five bus operators will be 'retrofitted' or replaced to meet the new emissions standard by the deadline of 31 January 2021.
9. Following the approval of the planning applications for the new 'Hyper Hub' charging points at Monks Cross and Poppleton, a tender process was carried out to appoint a contractor to implement the scheme, and it is expected that construction will be completed by September 2020. This scheme is funded by grant funding from the Office of Low Emission Vehicles (OLEV) and the European Regional Development Fund (ERDF), and a contribution from the council's capital budget.
10. The Smarter Travel Evolution Programme (STEP) is funded by the National Productivity Investment Fund, and aims to implement real-

time monitoring and associated infrastructure to allow York to prepare for future transport measures such as connected and autonomous vehicles. The work planned for 2020/21 includes the development of the new transport model for York, and an upgrade of communications equipment across the city.

11. As previously reported to the Executive Member, funding for the Station Frontage scheme was slipped to 2020/21 earlier in the year as the planning approval process had taken longer than originally expected. Amendments to the planning application are now being progressed, and work to gain Full Business Case approval from the West Yorkshire Combined Authority and progress delivery of the scheme will be carried out in 2020/21.
12. As set out in the report to the 13 February Executive, the Outer Ring Road Junction Upgrades scheme and the Outer Ring Road Phase 1 dualling proposals are to be progressed as one project, which will allow the design and construction of both schemes to be co-ordinated. Funding for the development of both schemes has been included in the 2020/21 transport capital programme, and details of the combined programme and timescales will be reported to a future meeting of the Executive.

2020/21 Transport Schemes

13. The proposed allocations for the Local Transport Plan (LTP) grant are detailed below, and aim to deliver the strategic aims of the council's third Local Transport Plan (LTP3) and the Council Priorities. Further details of the programme are shown in Annex 2 to this report.
14. Funding has been allocated for the ongoing programme of upgrades to the city's Park & Ride sites, including improvements to signage on the approaches to the sites. Funding has also been allocated for improvements to bus stops and shelters across the city.
15. The allocation for Traffic Management schemes includes funding for the implementation of the trial closure of the route through The Groves; improvements to signs and lining across the city; and funding to carry out reviews of key corridor routes into the city centre (Wigginton Road and Fulford Road) to identify measures to address the impact of new developments on all modes of transport along these routes. This will allow schemes to be developed for implementation in future years.

16. The allocation for Pedestrian & Cycle schemes will allow the development and implementation of priority cycle schemes; the continued review and implementation of requests for new pedestrian crossings; and smaller-scale schemes to improve pedestrian and cycling facilities across the city. The LTP grant allocation will be supported by the additional £500k council resources allocated for walking and cycling schemes in the supplementary budget approved in July 2019. A separate report will be submitted to a future Executive Member Decision Session providing details of the priority cycle schemes.
17. The allocation for safety schemes will fund measures to improve walking and cycling facilities and address safety issues on routes to school; measures to improve safety at accident cluster sites; measures to address safety issues raised by the public through the Danger Reduction programme; and schemes to address issues with vehicle speeds raised through the Speed Review process.
18. Following a request by Cllr. Warters and Holtby Parish Council, the potential cost and benefit of a junction realignment scheme in Holtby has been reviewed and a briefing report prepared for the Executive Member. The scheme has an estimated cost of between £87k and £127k depending on the cost of utility diversions. A contribution of £20k would be available from the Parish Council. It is anticipated that the scheme would have a beneficial impact on traffic speeds in the area and improve local pedestrian access, but owing to the high cost and relatively low number of vehicular and pedestrian movements it is not considered to represent good value for money. As there are a number of higher priority transport and safety schemes across the city, it is currently not considered to be a priority for the Council's Transport Capital Programme.
19. The allocation for Scheme Development will be used to develop new schemes for implementation in future years; fund retention payments, final completion works, and items identified during safety audits of schemes completed in previous years; and fund the staff resources incurred in the development and implementation of Local Transport Plan-funded schemes.
20. The Local Transport Plan grant allocation is supported by funding from the council's capital resources for the following transport schemes:

- Bishophill/ Micklegate public realm improvements, including development of options for traffic control in the area.
 - Upgrades to CCTV cameras to improve monitoring of the transport network.
 - Installation of a pay-on-exit system at Piccadilly car park.
 - Improvements to existing electric vehicle charging points at car parks and P&R sites, and installation of new charging points as part of the Electric Vehicle Charging Strategy.
 - Continuation of the Traffic Signals Asset Renewal (TSAR) programme to replace traffic signals across the city, with work planned for the Hull Road/ Osbaldwick Link, Clifton Moorgate/ Hurricane Way, and Bootham/ Gillygate junctions, plus upgrades to signalised pedestrian crossings across the city.
21. Funding has also been allocated from the council's capital resources improvements to fund footway improvements as part of the CityFibre programme, and for the ongoing programme of Bridge Maintenance works, which includes continuing the programme of Principal Inspections and General Inspections, and carrying out maintenance work to Lendal Bridge during 2020/21.

Consultation

22. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
23. Funding for the transport capital programme was agreed by the council on 27 February 2020. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

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

Analysis

25. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety Scheme; implement the Clean Air Zone and Hyper Hubs schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and Station Frontage major schemes.

Council Plan

26. The Transport Capital Programme helps ensure the council achieves the following aims of the Council Plan:

- A greener and cleaner city
- Getting around sustainably
- Creating homes and world-class infrastructure
- An open and effective Council

27. The Transport Capital Programme supports the aims of 'A greener and cleaner city' and 'Getting around sustainably' by funding schemes to support the use of sustainable transport, including measures to support the use of electric vehicles. Enhancements to the efficiency and safety of the transport network will support the aim of 'world-class infrastructure' by improving reliability and accessibility across the city.

28. The Transport Capital Programme also supports the aim of 'An open and effective Council' by responding to requests from residents for improvements to the transport network (such as improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops).

Implications

29. The following implications have been considered.

- **Financial:** Following approval at Budget Council on 27 February 2020; the total Economy & Place Transport Capital Programme budget is **£21,282k**. The programme will be amended to include any carryover funding from 2019/20 at the Consolidated Report in summer 2020. Overprogramming within the Local Transport Plan funded schemes will be used to limit the impact of scheme delay beyond officer control.

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

Risk Management

30. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2020/21.

Contact Details

Author:

Tony Clarke

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

Chief Officer Responsible for the report:

James Gilchrist

Assistant Director – Transport, Highways
and Environment

**Report
Approved**

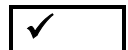


Date 6/3/20

Specialist Implications Officer(s) List information for all

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

All



For further information please contact the author of the report

Background Papers:

E&P 2019/20 Capital Programme Monitor 2 Report – 17 January 2020

Annexes

Annex 1: 2020/21 Transport Capital Programme Budget

Annex 2: 2020/21 Local Transport Plan Allocations

Annex 1 - Council Approved 2020/21 Transport Capital Budget

Funding	£1,000s
Local Transport Plan Grant	1,570
Bishophill/ Micklegate Public Realm Improvements	230
CCTV Upgrades Programme	157
Car Park Improvements	150
Electric Vehicle Charging	635
Traffic Signal Asset Renewal Programme	1,200
City Fibre Network	100
Bridge Maintenance	830
City Centre Access & Security	1,562
Clean Air Zone	1,390
Hyper Hubs	1,536
Smarter Travel Evolution Programme	1,986
WYTF - Station Frontage	4,967
WYTF - Outer Ring Road Upgrades	3,600
Outer Ring Road Dualling	1,369
Total	21,282

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Annex 2 - 2020/21 Local Transport Plan Allocations

Schemes	£1,000s
Public Transport Schemes	280
Traffic Management Schemes	205
Pedestrian & Cycling Schemes	460
Safety Schemes	
School Safety Schemes	95
Local Safety Schemes/ Danger Reduction	135
Speed Management	110
Scheme Development	300
Major Schemes Match Funding (Low Emission Bus Strategy)	200
Total Local Transport Plan Programme	1,785
Total Overprogramming	215
Total Local Transport Plan Budget	1,570

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**Decision Session –
Executive Member for Transport**

19 March 2020

**Consideration of representations received to the advertised Residents
Priority Parking scheme for Clifton Dale and Clifton Green.**

Summary

1. To consider the formal representations made to a recently advertised Traffic Regulation Order to implement a new residents priority parking scheme to include Clifton Dale and Clifton Green (part).

Recommendation

2. It is recommended that:

Option 1 be agreed to overturn the objections received and implement the scheme on Clifton Dale and Clifton Green as advertised – to introduce a 24 hour Community Residents Priority Parking area (to be known as R65C) including a 24hour marked bay on Clifton Green incorporating a 60minute wait for non-permit holders.

Reason: to provide the improved parking provision for residents in line with what the majority have indicated they would like.

Background

3. Following receipt of a petition from residents on Clifton Dale and two properties on Clifton Green a formal consultation was undertaken with all residents within the proposed scheme boundary, this included numbers 2-14 Clifton Green. The results were considered at a Decision Session and it was recommended to initiate the legal procedure to formally advertise a Traffic Regulation Order to introduce a new scheme to include Clifton Dale and 2-14 Clifton Green, this would be known as R65C.
4. The legal advertisement for the Traffic Regulation Order to introduce Resident Parking was advertised on 29th November 2019. A copy of the formal advertised proposal is included as Annex A.
5. The zone has been advertised as an entry sign style scheme for Clifton Dale meaning minimal signs and no extra lines are required, along with this the proposal also includes a marked Residents Parking Bay on Clifton Green which would incorporate a 60 minute wait for non-permit holders.

6. As such this would provide additional short term parking for customers to utilise the nearby business facilities in addition it can also be used as a short term parking place for resident's visitors without the need for them to use a visitor permit.
7. The property covering 3-5 Clifton Green and 1 Clifton Dale has recently gained permission to be converted from a Hotel into 9 flats ranging from 1 bedroom to 4 bedrooms and a 4bed town house. Two of the flats will not be provided with off street parking amenity. As with new developments it is not proposed to include any section of the dwellings within the new ResPark scheme boundary.

Consultation

8. The proposals were advertised in the usual manner of notices placed on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds the legal minimum. See Annex B and B1 for the proposed on street restrictions and zone boundary.
9. During the advertisement period we received one formal objection to the advertised scheme and a request to review the area again before a final decision is made due to the nearby hotel being converted. One formal representation in support of the scheme was also submitted. All representations are reproduced in full within Annex C.

Options for Consideration

10. Option 1 – implement the proposed resident's priority parking scheme as advertised. This is the recommended option because it is in line with what the majority of local residents have previously requested.
11. Option 2 – drop the proposals and take no further action. This is not the recommended option because it would not deliver an improved parking provision for local residents.
12. Option 3 – place the proposed new scheme on hold and re consult once the hotel development has been completed and residents established. This is not the recommended option as there is no definitive time scale for the development to be completed and no restrictions in place to prevent trades vehicle utilising the street during construction, any current commuter parking will also continue. The process would also have to be reproduced in full including consultation and advertisement before any progress could be made. This would delay any possible implementation by numerous months.

Council Plan

13. The recommended proposal contributes to the Council Plan of:

A council that listens to residents. The Council is delivering a service which works in partnership with the local community to try and solve the problems they have experienced.

Implications

14. This report has the following implications:

Financial – The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes. The ongoing enforcement and administrative management of the new residents parking provision will need to be resourced from the income generated by the new measure.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team.

Equalities – none identified.

Legal – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

Risk Management - There is an acceptable level of risk associated with the recommended option.

Contact Details

Authors:

Annemarie Howarth
Traffic Projects Officer
Dept. Transport
Tel: (01904) 551337

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport

Date: 23/01/20

Specialist Implications Officer(s)

None.

Wards Affected: Clifton

For further information please contact the author of the report.

Background Papers:

[Clifton Dale Residents' Parking Petition](#) report the receipt of a petition and determine what action is appropriate

[Residents Parking Consultations](#) consultation results for Clifton Dale and Pasture Farm undertaken between January and March 2019 and determine the appropriate action.

Annexes:

Annex A Formal advertised Traffic Regulation Order.

Annex B Plan of the proposed R65C Clifton Dale residents parking scheme and associated restrictions.

Annex C Representation

Formal advertised Traffic Regulation Order

**CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING
(AMENDMENT) (NO 14/42) TRAFFIC ORDER 2019**

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

1. Introducing 'No Waiting at any time' restrictions in York, as follows:
 - (a) Clifton Green, on its north side, the whole length,
 - (b) Clifton Green, on its south side;
 - (i) from its junction with Clifton to a point 44 metres south east from the projected western property boundary line of No. 11 Clifton Green,
 - (ii) from its junction with Water End to a point 2 metres south east from the projected western property boundary line of No. 11 Clifton Green,
2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holder comprising of Clifton Dale, York, and Clifton Green, on its south side, between points 2 metres and 44 metres south east from the projected western property boundary line of No. 11 Clifton Green the said Zone to be identified as Zone 65, that Zone to include all properties on Clifton Dale, with the exception on No. 1 Clifton Dale, and residential properties numbered 6 – 14 Clifton Green.
3. Designating those existing unrestricted lengths of Clifton Dale, York within the proposed Zone described in paragraph 5 as a Residents' Priority Parking Zone for use only by Zone R65 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
4. Introducing 'Residents' Priority' parking bays providing unlimited parking for R65 Permit Holders on the south side of Clifton Green between points 2 metres and 44 metres south east from the projected western property boundary line of No. 11 Clifton Green.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 20th day of December 2019.

Dated 29th November 2019
Director of Economy and Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

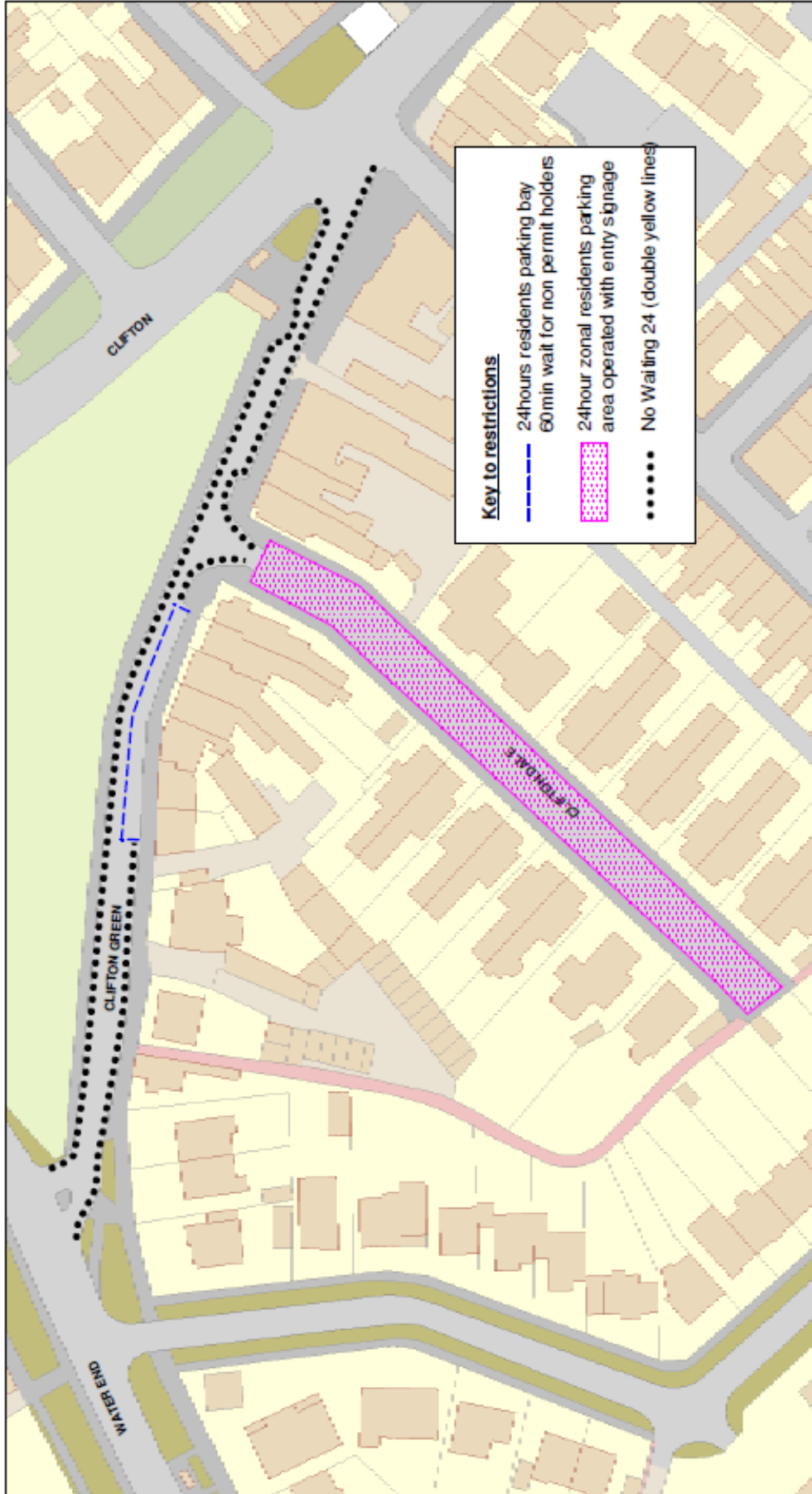
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Annex B

Plan of proposed R65C Clifton Dale Scheme and associated on street restrictions



 CITY OF YORK COUNCIL	R65C - Clifton Dale	SCALE	1 : 900
		DATE	21/01/2020
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<p>Proposed R65C residents parking scheme</p>		SCALE	1 : 900
		DATE	Nov 2019
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Objection

I would like to make representation in objection of the proposal to introduce a residents' priority parking scheme at Clifton Dale. My family and I are residents * Clifton Dale and voted against the introduction of the scheme in the ballot.

Further to this review, we believe the situation on the street to have changed significantly since the ballot took place and as such, further consideration should be made. The basis of my objection is as follows:

- 1) Historically, parking issues were influenced by the Hotel Noir, on the corner of Clifton Dale and Clifton Green, due to the number of guests and staff parking in the street. Earlier this year, Hotel Noir has closed, and is being converted into a small number of flats, including dedicated parking places. Since the hotel closure, the amount of parking in the street has drastically reduced, confirming that this was the main contributor to the historical congestion. Currently there is almost no non-resident parking on the street. I believe that without this traffic from the hotel, there is no justification whatsoever to enforce a residents' priority parking scheme at Clifton Dale. I re-iterate that there are not significant levels of non-resident parking at any time, even to justify a Mon-Fri, 9-5 scheme let alone a 24 hour, 7 days a week scheme.
- 2) We are a large family with four children. We have a driveway, and typically park a second car in front of our driveway. We wish to ensure that, should a ResPark scheme be introduced despite my objection, we can continue to park in front of our own drive without the need for a resident's permit, and we would like it to be clarified what road markings will be present in this location. We consider it to be unfair that working families are penalised with the full cost of residents' permits for potentially multiple vehicles, whilst people over 60 years old with just one vehicle will pay less overall and receive a discounted visitor permit price. As a family we require 2 cars as I work away from York during the week. I believe the ballot results reflect the higher proportion of people over 60 years old resident in the street, who have voted in favour of the proposal, against the wishes of the working families resident. As such, I believe a 12 vs 5 majority is not sufficient enough to enforce the change.

Officer response

The hotel has recently gained permission to be converted into 10 units consisting of 25 bedrooms and 11 associated parking spaces. This leaves two 1 bed apartments with no off street parking and no visitor parking available on site. As such any extra associated parking by residents, visitors and trades would inevitably park on Clifton Dale. This along with the current levels of commuter parking could leave the residents in the same position as when the hotel was occupied with experiencing high levels of on street parking.

Should the proposed scheme be implemented then any resident would have to purchase a permit to allow their vehicle to be parked anywhere on the highway, including across their driveway access. No road markings will be introduced on Clifton Dale however enforcement signs will be erected at the entrance to the street along with smaller repeater signs where possible. Residents over 60 will still be required to pay full cost for a household permit if they own a vehicle and wish to park on the highway. Residents over 60 are entitled to a discounted Authorisation card (should they not own a vehicle) and also discounted visitor permits as agreed at full council through yearly budget proposals.

Resident comment

We are the residents of * Clifton Dale and have received your communication dated 29 November 2019 concerning the proposed residents' parking scheme.

Whilst we did not vote for the scheme, we note that a majority of residents did support it. However, we would like to make a few comments as follows:

- a. Since the Hotel Noir on Clifton Green closed earlier this year, the parking position in Clifton Dale has changed fundamentally. Although at present some contractors park in the street during the normal working day, outside those hours fewer extraneous private vehicles are to be seen and there is generally less congestion. This could indicate the desirability for a new traffic survey to be undertaken in the street before a final decision is taken on the residents' parking scheme.

b. Clifton Dale has always offered space for short-term visitors to the Clifton Green area to park and to use important amenities such the dentist, chemist, hairdresser, cafe and shops. If the proposed scheme is still to be implemented, it should at least offer more short-term possibilities for parking than the one 60 minutes space shown at present on the layout plan. The blanket full-time restriction currently proposed would be too draconian.

c. It does not seem logical that No.1 Clifton Dale is to be excluded from the scheme now that, with the recent planning approval (ref: 19/00108/FULM), the property is to revert to its original status as an individual town house within the street and will be separated from the former hotel main building.

In short it would seem appropriate to examine these aspects before any final decision is taken by the Council.

Officer response

Should the decision be made to delay any implementation and carry out a further consultation the full effects of the Hotel Development would not come to light until all units have been occupied. As such the scheme would be delayed for some considerable time, thus not resolving current levels of commuter parking.

The bay provided on Clifton Green will accommodate approximately 7 vehicles. Under the entry sign style schemes we are unable to introduce longer waiting times, other than the standard 10 minutes, without special authorisation from the DFT. Alternatively we would have to introduce an old style scheme with separate bay markings and signs which would reduce the parking available and add to street clutter considerably.

No 1 Clifton Dale is part of the footprint for the new development, as such would automatically be excluded from any proposed scheme. The unit has been allocated two off street parking spaces within the development curtilage.

Support

Representations received

Annex C

We have lived in Clifton Dale for more than 20 years and during that time the parking situation has become progressively more difficult for a number of reasons including:

- a. An increasing number of people who are not local residents who park during the day before walking to work elsewhere within the City.
- b. An increasing number of people not from Clifton Dale or Clifton Green who park their cars in Clifton Dale overnight.
- c. We have noticed a tendency for some older pupils from local schools to park in Clifton Dale during the school day.
- d. There are a small number of people who park their cars in Clifton Dale and leave them for a number of days or even weeks we assume whilst they travel elsewhere or even go on holiday.
- e. There is an increasing number of local residents with more than one car.
- f. Clifton Dale tends to be used for parking for local events, particularly York City home matches and other similar events.

On a few occasions we have had difficulty accessing our garage and property due to inconsiderate and thoughtless parking.

We continue to **support fully** the proposed ResPark Scheme and think that it has been particularly well thought out and drawn up. We are particularly pleased that a 60 minute wait will be allowed on Clifton Green so that local businesses will not be adversely affected. When implemented the ResPark Scheme should go a long way to alleviating the parking problems in Clifton Dale.

We thank you for your work in designing this scheme and we hope that it will be implemented as soon as possible.

Officer Response

Comments have been noted.



**Decision Session –
Executive Member for Transport****19th March 2020**

Report of the Assistant Director of Transport, Highways and Environment.

Consideration of the representation received to an advertised proposal for revising no waiting restrictions on Gray Street.**Summary**

1. To consider the formal representation made to a recently advertised Traffic Regulation Order to convert an existing section of single yellow line to double yellow lines to facilitate access and pedestrian movement.

Recommendation

2. It is recommended that:

Option 1 be agreed to overturn the objection received and implement the amended restrictions as advertised – NW24 (no waiting at any time).

Reason: to facilitate access requirements and to provide the improved pedestrian footpath movement provision for local residents.

Background

3. Following several parking hotline calls to CYC regarding vehicles blocking the footpath to the side of No 1 Gray Street, along with blocking private access to a property door and garage, the resident was informed that no Penalty Charge Notice could be issued at certain times due to the restrictions only being in place between the hours of 9am – 5pm Monday to Saturday outside of these hours vehicles are permitted to park.
4. Due to the narrow nature at the entrance to Gray Street, approximately 5.6m wide, along with an existing residents parking bay situated opposite, drivers are parking over the footpath to maintain access along the carriageway. This in turn narrows the footpath considerably. An image of the type of parking taking place is included as Annex D.
5. The 'R16 St Benedict Road' resident's priority parking scheme is a large zone which allows residents of Gray Street to park within, as such they are able to utilise any parking bay within the boundary so long as a valid permit is in place. See Annex B for the R16 Zone Boundary.

6. As such under delegated powers it was approved to legally advertise a proposal to convert all existing single yellow lines on Gray Street to No Waiting at Any Time – Double Yellow lines. This proposal also protects access and egress from the two alleyway entrances on Gray Street.
7. The legal advertisement for the Traffic Regulation Order to introduce a change in restriction was advertised on 8th November 2019. A copy of the letter sent to adjoining residents and the formal advertised proposal is included as Annex A and A1.

Consultation

8. The proposal to amend the existing waiting restrictions was advertised in the usual manner of notices placed on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds the legal minimum.
9. During the advertisement period we received one formal objection to the advertised amendment which outlined the need for on street parking within the area. The representation is reproduced within Annex C.

Options for Consideration

10. Option 1 – implement the proposed No Waiting at Any Time (double yellow line) restriction as advertised. This is the recommended option because it removes the obstruction taking place on a regular basis
11. Option 2 – drop the proposed amendment and take no further action. This is not the recommended option because it would not deliver an improved access provision for local residents.

Council Plan

12. The recommended proposal contributes to the Council Plan of:

An open and effective council. The Council is delivering a service which works with the local community to try and solve the problems they have experienced.

Implications

13. This report has the following implications:

Financial – There are modest costs associated with the implementation of the new lines and removing existing signage, this will be taken from the annual signs and lines budget.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers however the existing restrictions would already be enforced, as such no change will occur.

Equalities – none identified.

Legal – The proposal requires an amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

Risk Management - There is an acceptable level of risk associated with the recommended option.

Contact Details

Authors:

Annemarie Howarth
Traffic Projects Officer
Dept. Transport
Tel: (01904) 551337

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport

Date: 11/02/20

Specialist Implications Officer(s)

None.

Wards Affected: Clifton

For further information please contact the author of the report.

Background Papers: N/A

Annexes:

Annex A/A1 Residents letter and formal advertised Traffic Regulation Order.

Annex B Representation received.

Annex C R16 zone as a whole.

Annex D Image of obstructive parking taking place

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**Residents letter and formal advertised Traffic
Regulation Order**



Economy and Place Directorate

West Offices

Station Rise

York YO1 6GA

The occupiers of:

1, 2 and 16 Gray Street
12 Upper Price Street

Contact: Annemarie Howarth

Telephone: 01904 551337

Email: highway.regulation@york.gov.uk

Our Reference: DH/AGB/TRO488

Date: 8th November 2019

Dear Occupier

Proposed 'No Waiting at any time' Restrictions – Gray Street, York

It is proposed to introduce 'No Waiting at any time' restrictions as set out the Notice of Proposals (Overleaf) to minimise the likelihood of obstruction and maintain safety at all times.

Should you require any further information in regard to this item then please contact the project manager, Annemarie Howarth, telephone (01904) 551337, email highway.regulation@york.gov.uk.

I do hope you are able to support the proposals but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice, to arrive no later than the date specified in the Notice.

Yours faithfully

A handwritten signature in black ink that reads 'Alistair Briggs'.

Alistair Briggs
Engineer
Transport Projects

Enc. Documentation

Cc – Cllr Rosie Baker, Cllr Jonny Crawshaw & Cllr Peter Kilbane

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NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/41)
TRAFFIC ORDER 2019

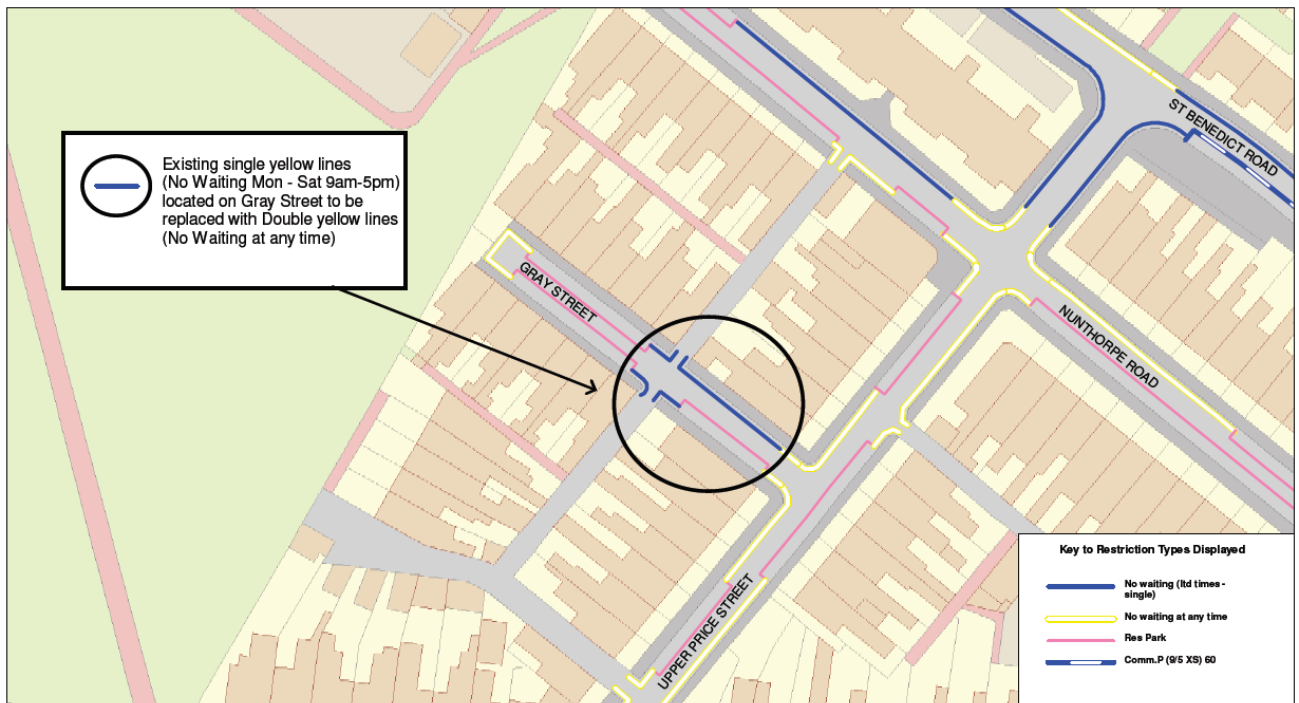
Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9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


- (a) Introducing 'No Waiting at any time' restrictions in Gray Street, York, on its:
- (i) south west side, between points 21 metres and 29 metres north west from the projected north western kerbline of Upper Price Street;
 - (ii) north east side, between points 5 metres and 29 metres north west from the projected north western kerbline of Upper Price Street;

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 29th November 2019.

8th November 2019

Director of Economy & Place
 Network Management, West Offices, Station Rise, York,
 YO1 6GA

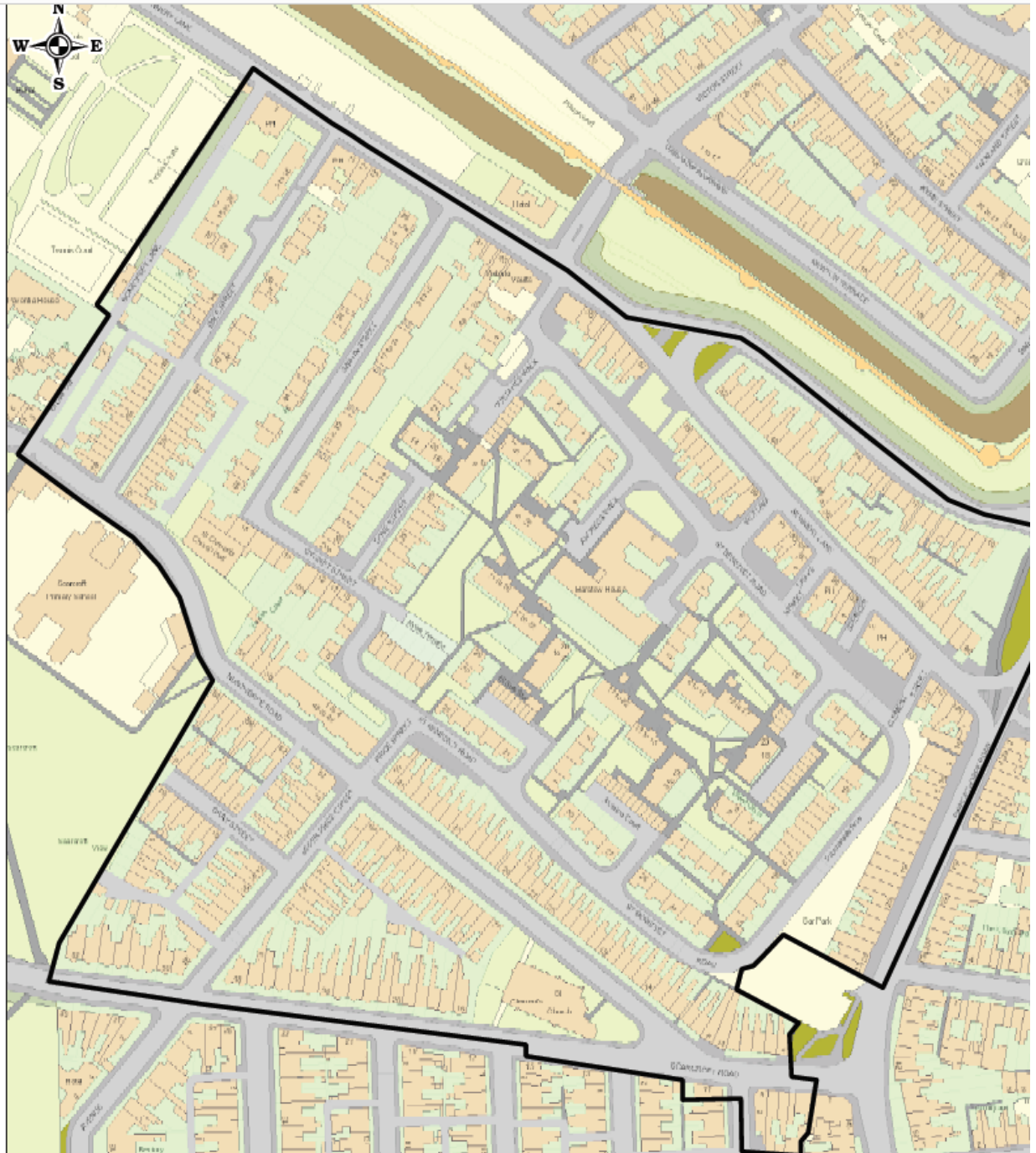


	Gray Street, York	SCALE	1 : 700
		DATE	19/09/2019
		DRAWING No.	
		DRAWN BY	
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Annex B

Plan of R16 resident's priority parking area



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Representation received**Objection:**

Please take this email as a formal objection to the proposed double yellow line (no waiting 24) on the NE side of Gray Street (between points 5m and 29m NW from upper price street kerb line) on the basis that there is a shortage of parking options for the 16 properties on Gray Street at peak demand times i.e. evenings and weekends.

I am reminded of the fact that it was only a few years ago that that North East side was considered for extension of the residents parking scheme and that another 3 or so vehicles could be parked there.

I've got no objection at all to point one about the corners between parking bays, crack on with that.

Thanks

Officer response:

R16 permit holders are able to utilise any parking bay within the R16 zone boundary shown in Annex B, residents are not limited to on street parking bays within Gray Street only.

The traffic management team currently does not have any information relating to any previous advertisement to extend the residents parking bays on Gray Street. The latest consultation carried out late 2015 was to convert all existing ResPark bays to be enforceable 24hours a day rather than part time as some currently are, however we did not receive the percentage returns to take any further action. This proposal did not include any extra bays.

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Annex D

Image to show obstruction taking place



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**Decision Session –
Executive Member for Transport**

19 March 2020

Report of Assistant Director, Transport, Highways and Environment

Yearsley Crescent Residents Parking Petition

Summary

1. To report the receipt of a petition requesting a residents parking scheme for Yearsley Crescent and determine what action is appropriate.

Recommendation

2. It is recommended that:
 - Option 2 - approve the addition of this street to the residents parking waiting list.

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

Background

3. The above petition was presented to Full Council on 19 December by Councillor Claire Douglas. There are 31 signatures on the petition requesting Yearsley Crescent becomes a residents parking zone. The petition front sheet is shown in Annex A and Annex B shows the location of Yearsley Crescent.
4. There has been increased 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 C) for investigating new requests. Each request will be investigated in the order the request was made is be dependent on funding availability.
5. Following the sustained increase in demand for residents parking additional funding has been allocated to enable taking this work forward in a more timely manner.
6. The process and likely timescales for investigating and implementing a scheme is also outlined on the waiting list in Annex C. In the event of

additional petitions being received from adjacent streets then they would be grouped together in the investigation and consultation in order to better represent the views of the wider community.

7. There are no residents parking schemes in the immediate area, hence in all likelihood if a scheme is progressed it will be a new zone.

Options for Consideration

8. Option 1 – Note the petitions but take no action. This is not the recommended action because it does not address the residents concerns.
9. Option 2 – approve the addition of the Yearsley Crescent to the waiting list. This is a recommended option.

Consultation

10. At this stage there is no consultation but when the area reaches the top of the waiting list 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 a Executive Member meeting for a decision on how to proceed.
11. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

12. 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

13. 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

14. . 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

Date:

7/2/2020

Specialist Implications Officer(s)

None.

Wards Affected: Clifton

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Yearsley Crescent covering letter & petition front sheet

Annex B Yearsley Crescent location plan

Annex C Residents Parking Waiting List

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Annex A

Yearsley Crescent Covering Letter & Petition Front Sheet

Dear City of York Council,

The residents of Yearsley Crescent, YO31 8RS are submitting this petition to you to ask the council to carry out a consultation for our street to become a Residents Priority Parking Area. We find it harder and harder to park on our street and have too many commuters parking here at all times of the day often causing dangerous access problems. 31 members of our community have signed our petition in support of our request.

Commuters often park inappropriately on our street particularly across corners and on double yellow lines. We have also had incidences of double parking. This has caused significant inconvenience to our residents and to the CYC Waste Department who often cannot get into the main body of our street due to cars blocking their way.

We thank you for your consideration and look forward to hearing your decision concerning our request.

Petition to CYC from Yearsley Crescent residents, YO31 8RS

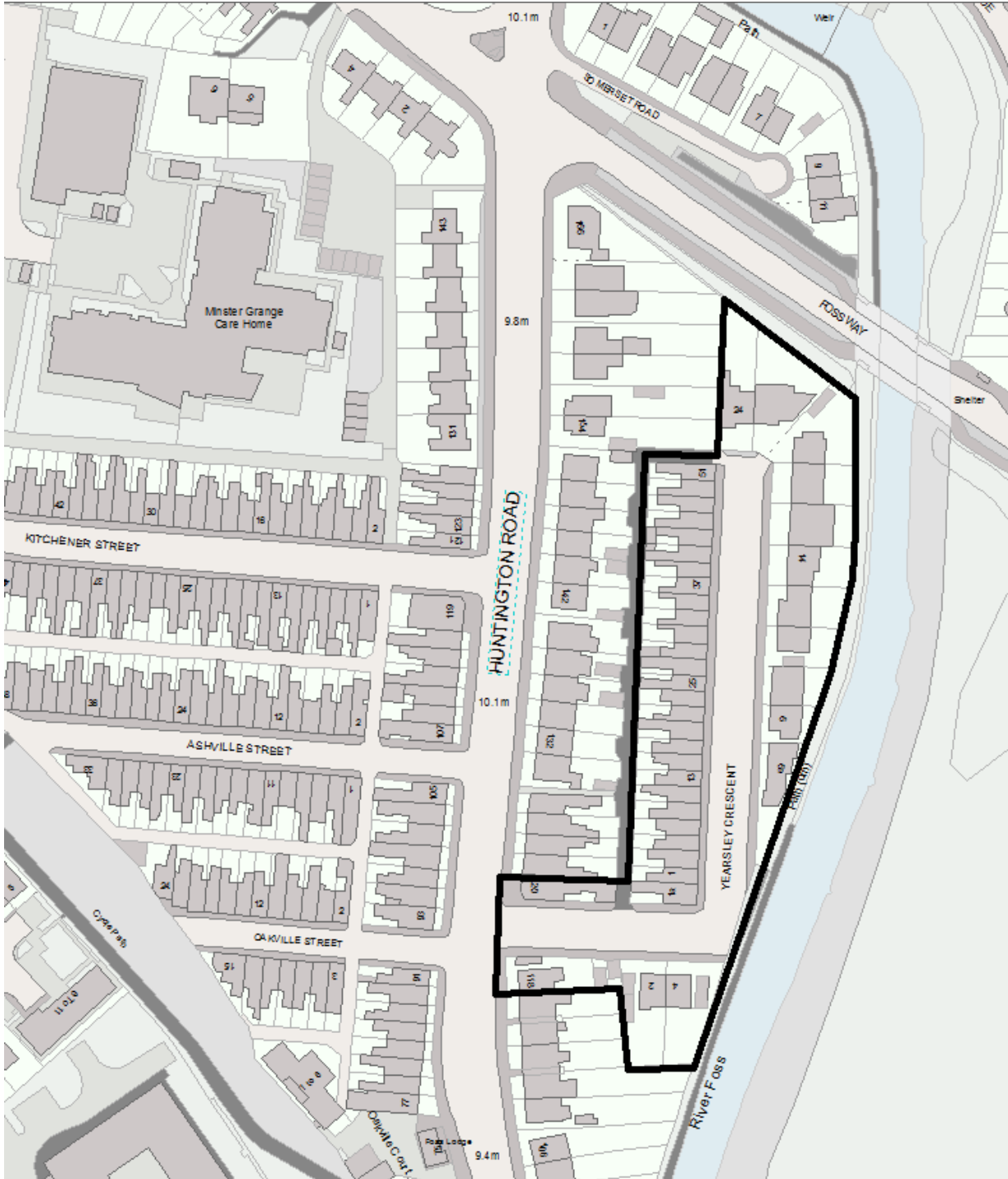
We the undersigned, the residents of Yearsley Crescent, petition the council to carry out a consultation for our street to become a Residents Priority Parking Area. We find it harder and harder to park on our street and have too many commuters parking here often causing dangerous access problems.

Name	Address	Postcode	Date
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Annex B

Yearsley Crescent Location Plan



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Annex C

Residents Parking Waiting List

Residents parking schemes are dealt with in order of when they are received. Typically 2 schemes might be introduced per year but this 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

When the potential scheme reaches the top of the list work begins. The time between stage 1 and 2 varies significantly depending on the length of the waiting list.

<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 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>
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Once work on a scheme begins it will normally take 9 months to complete.

Waiting List

Area	Date received	Progress (NOTE: not all will get through to implementation)	
Fulford Cross Deferred until land issues resolved Intention will be to re-join it to the Danesmead scheme.	April 2017	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes 8 Nov '19 March '20
Clifton Dale New zone	June 2017	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Oct' 19 29 Nov 19 To put on FP
Pasture Farm Close New zone	Sept. 2017	Reported Consultation Consultation report TRO advertised Objections report Implementation	Yes Yes Oct' 19 29 Nov 19 N/A To Arrange
Albemarle Road (15-37) Also consolidated with: Balmoral Terrace – Bishopthorpe Road – Rectory Gardens – And expand R58	Jan 2018 June '18 Feb '19 May '19	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes Jan 2020
Main Avenue, First Avenue and Second Avenue Expand R30	May. 2018	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes Jan 2020
Farrar Street Expand R46	Nov. 2018	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes

Main Street, Fulford (No's 5 to 11)	Late 2018	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	N/A
Windmill Gates New zone	Dec. 2018	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes
Alma Terr. (pt) / Alma Grove Also several requests from other end of the street. Consolidate with: Kilburn Road And expand R20	Nov. 2018 May '19	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes
Slingsby Grove New zone	Dec. 2018	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes
Wellington, Gordon, Willis and Wolsley Streets Expand R27 or R20 or R21	May 2019	Reported Consultation Consultation report TRO advertised Objections report Implemented/dropped	Yes
Longfield Terrace Completely within existing zone, hence reduced consultation	May 2019	Reported Consultation Consultation report TRO Advertised Objections report Implemented/dropped	Yes N/A N/A 29 Oct 2019 To put on FP
Lower Ebor Street Completely within existing zone, hence reduced consultation	June 2019	Reported Consultation Consultation report TRO advertised Objections report Implementation	Yes N/A N/A 29 Nov 2019 N/A To arrange
Revival estate New zone	June 2019	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes

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Executive Member Decision Session**Date 19/03/2020**

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

TSAR Traffic Signal Refurbishment – Hull Road/Lilac Avenue**Summary**

1. The traffic signalling equipment at this site is life expired, has become difficult and costly to maintain and needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of 'easy wins' whilst refurbishing the equipment. To that end, cycling facility alterations have been proposed that offer an improvement.

A decision is required to approve the proposed alterations.

Recommendations

4. The Executive Member is asked to:

Approve Option 1

Reason:

This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically. It also provides improvements to cycling and walking infrastructure.

Background

5. A report was brought to the Executive Member for Transport and Planning on 12th November 2015 to seek approval to undertake the 5-

year 'TSAR' (Traffic Signal Asset Renewal) programme.

6. This programme entails a replacement of life expired traffic signal assets around York. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
7. To date, 31 sets of signals have been refurbished and a further 6 are programmed in for the 20/21 financial year.

Consultation

8. The scope of the works included within this proposal are relatively minor and in normal circumstances would not require an executive decision for approval or an external consultation.
9. However, due to changes to the cycling facilities at the crossing and the surrounding area a consultation has been carried out to offer key user groups an opportunity to have their say on the proposed scheme.
10. A summary of the consultation feedback can be found in Annex A.

Options

11. The following options are available:
12. Option 1 – Approve the proposed crossing refurbishment shown in drawing Annex B
13. Option 2 – Do not approve the presented option

Analysis

Option 1

Description of Changes

14. Refurbish the existing pedestrian / cyclist crossing into a standard Toucan crossing provided with all new equipment, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
15. The crossing width will be increased to accommodate cyclists and pedestrians and tactile paving replaced to bring these facilities in line with modern standards.
16. Formalisation of the shared cycleway/footway on the northern side of Hull Road east of the junction with Lilac Avenue.
17. This includes removing the small triangular area of grass to open the area up to users. The green space will be relocated to the back of the footway. Cyclist provision to join / leave the carriageway both on Hull Road and Lilac Avenue will be provided.
18. Formalise the pedestrian / cyclist areas into shared use footways on the southern side of the crossing including the pedestrian / cyclist link to Thief Lane. This will include bringing all the footways to a single level and allow cyclists and pedestrians to formally mix rather than the current arrangement. Cyclist on / off slips to the Hull Road carriageway will be provided.
19. Appropriate signing, road markings and tactile paving will be installed to designate shared space at multiple sites across the site
20. Signal Controller to be relocated from within the verge south of the crossing to the footway/cycleway leading to Thief Lane to maximise footway width and ease of maintenance.
21. The estimated cost of the work to the Traffic Signal at Hull Road near Lilac Avenue detailed in Annex B is £80,000.00

Reasoning

22. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.
23. The betterment of cycling facilities associated with the Toucan crossing at this location constitutes an 'easy win' improvement in line with City of York Council's user hierarchy. The facilities are brought in line with current standards.

Impact on vehicular traffic

24. There will be minimal impact on vehicular traffic with the installation of the refurbished crossing.

Impact on Pedestrians

25. The option will have minimal improvement to pedestrian delay time.
26. The formalisation of shared use facilities is seen to be a minor improvement for pedestrians.

Impact on Cyclists

27. The option will have minimal improvement to cyclist delay time.
28. The formalisation of shared use facilities is seen to be a minor improvement for cyclists. It does provide an overall improvement to the cyclist route facilities that will hopefully encourage cyclist use of the route.

Safety Considerations

29. The site does not have a known accident problem. However, by improving cyclist and pedestrian facilities it is hoped that the site will be easier and safer for vulnerable users.

Other options already discounted

30. It was considered to retain the existing cycle / pedestrian layout and simply replace the traffic signal equipment. However, this would provide a layout that was difficult for cyclists and pedestrians to understand and would not provide adequate facilities.

31. It was considered to signal control the Hull Road / Lilac Avenue junction and provide a cyclist link to Thief Lane. This was discounted as it would cause increased delay to all users and have a significant increase in the cost of the works (£170K estimated). The benefits of this option were seen as small given the likely impacts and costs.

Council Plan

32. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'A focus on frontline services' priority of the Council Plan.

Implications

33. Financial

The TSAR programme is funded by the council's capital programme, which was approved at Budget Council on 27 February 2020. Details of the transport capital programme for 2020/21 are included in a separate report on the agenda for this meeting, and sufficient funds are available in the programme for the construction of this scheme.

34. Human Resources (HR)

There are no HR implications

35. One Planet Council / Equalities

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

36. Legal

There are no legal implications

37. Crime and Disorder

There are no Crime and Disorder implications

38. Information Technology (IT)

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

39. Property

There are no property implications

40. Other

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

Risk Management

41. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

Author:

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Transport Systems Project
Manager
Transport
01904 551508

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place
Report ✓ **Date** 09.03.20
Approved

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

Hull Road

For further information please contact the author of the report

Annexes

Annex A – Consultation Details and Response
Annex B – Preliminary Design

List of Abbreviations Used in this Report

TSAR - Traffic Signal Asset Renewal

Executive Member Decision Session TSAR Traffic Signal Refurbishment – Hull Road/Lilac Avenue

Annex A

This list shows the extents of the external consultation undertaken for the Hull Road at Lilac Avenue TSAR scheme. An internal consultation across multiple CYC services was also conducted with local ward councillors included.

Age UK
York Archaeological Trust
Connexions Buses
Transdev
York Blind and Partially Sighted Society
Arriva Buses
Harrogate Coach
Stephensons of Easingwold
Ghost Bus Tours
Visit York
Be independent
North Yorkshire Police
Pullman Buses
Sustrans
First Group
NHS
North Yorkshire Fire Service
Est Yorkshire Motor Services
Resource Centre for Deafened People York
Reliance Buses
Walk Cycle Life
York Environmental Forum Transport Group
York Assembly
York Bike Belles
York Cycling Campaign
York Civic Trust
York Environment Forum
York People First

A copy of the consultation text is included below. The drawing referred to in this consultation can be found in Annex B

TSAR Consultation – Hull Road near Lilac Avenue Pedestrian / Cycle Crossing

As part of the Traffic Signal Asset Renewal (TSAR) Programme we have been investigating the refurbishment of the Hull Road near Lilac Avenue pedestrian / cycle crossing. This stakeholder consultation exercise is being undertaken to inform the Decision Session Report for Executive Member for Transport and Planning.

The TSAR project looks to refurbish life-term expired traffic signals bringing them in line with current standards. Generally this will include full renewal of the traffic signal equipment / ducting networks and changing the pedestrian crossing equipment to facilitate Toucan style near side red / green man displays. We also are looking to take this opportunity to make changes to pedestrian / cycle facilities to bring them in line with current standards.

The attached drawings shows the option that we'll be looking to take to Executive Decision Session in March 2020. The proposals are as follows:

- Refurbish the existing crossing into a standard Toucan crossing with near side pedestrian / cyclist indicators.
- Formalise the pedestrian / cyclist areas into shared use footways on the southern side of the crossing. This includes the pedestrian / cyclist link to Thief Lane. This will include bringing all the footways to a single level and allow cyclists and pedestrians to formally mix rather than the current arrangement. Cyclist on / off slips to the Hull Road carriageway will be provided, this will include the dropped kerb facility to allow cyclist to directly cross to Lilac Avenue.
- Formalisation of the shared use pedestrians cycle shared use footway on the northern side of the crossing. This includes removing the small triangular area of grass to open the area up to users. The green space will be relocated to the back of the footway. Cyclist provision to join / leave the carriageway both on Hull Road and Lilac Avenue will be provided.
- Appropriate signing, markings and hazard tactile paving will be installed to current standards to show users they are entering a shared pedestrian / cyclist area.

I would appreciate if you could review the drawing attached and provide me (copying in the TSAR mailbox (tsar@york.gov.uk) with a written response by Friday 21th February 2020. If you have any questions on the proposals please feel free to ring me prior to responding formally.

Summary of Consultation Replies

1. York Civic Trust

Generally supportive of enhancements made at the site, particularly those which support the aim of increasing the use of sustainable transport modes. Suggestion provided that warning signage informing that the area is shared space between pedestrians and cyclists should be provided as well as tactile paving.

Question raised regarding what the main cycle movements at the crossing are and whether Lilac Avenue is expected to be a link through to Tang Hall Lane and Cycle Route 66.

General comments made regarding CYC's use of near sided puffin crossings as part of the TSAR programme.

CYC Engineer Response

The appropriate tactile paving, lining and signing will be implemented to delineate the areas of shared use pedestrian / cyclist footway. This will be designed as part of the detailed design element of the project. The designers will follow current standards, consult with CYCs cycling offices and the final design will go through an independent road safety audited.

Although we don't have count data relating to cyclist and pedestrian movements we have spent time on site reviewing usage. The primary cyclist use for the crossing is for cyclists coming from Thief Lane to right turn onto Hull Road. Although cyclist trips to / from Lilac Avenue were observed there were in very low numbers. Lilac Avenue provides a low flow, low speed link from Hull Road to Millfield Road (and on to Route 66). The design team believes that the changes we are proposing provide an upgrade from the existing transition from off road to on road sections into Lilac Avenue. We believe that this is proportionate to the likely use of the section by cyclist given our observations and assumptions of future use.

2. York Cycle Campaign

Generally supportive of the upgrade to the crossing but feel clarity is required on where cyclists enter/exit the crossing and that merging pedestrians and cyclists on the crossing is likely to create confusion.

Suggestion provided that the angle at which the dropped kerb meets Lilac Avenue needs to be reduced as far as possible to assist any persons using an adapted cycle. Link provided to the Wheels for Wellbeing Guide to inclusive cycling which indicates access to a dropped kerb needs to be at least 1.5m wide and proportionally wider when the approach creates an oblique angle.

Request made to avoid the overuse of hazard paving as it can be problematic for disabled cyclists.

CYC Engineer Response

The design team are recommending a Toucan crossing at this location as we believe that it is the most appropriate layout given the likely cycle movements and mix of cyclists and pedestrians. The design team have looked at segregated pedestrian / cyclist facilities but these produced overly complex and difficult to use arrangements that would not benefit cyclists or pedestrians.

Regarding the dropped kerbs on Lilac Avenue we are already widening this section significantly to 3m from the current width of 1.5m. As part of the

detailed design we'll amend the angle of incident to assist with adapted cyclists joining / leaving the cycle route. We'll also review the use of tactile hazard warning paving in conjunction with the Council's cycling / walking officer and safety team. We need to balance the needs of cyclists and those with visual impairments but hopefully we can reach an appropriate solution.

3. Public Health Department CYC

Great to see the junction being refurbished and active travel pathways being increasingly prioritised. This junction in particular should encourage people walking and cycling to take routes down Lilac Avenue over some of the busier routes through the city and contribute to improving the perception of York as a cycling city.

Question raised regarding whether there is an opportunity to replicate the cycling pathway on the eastside of Lilac Avenue on the west side also.







CYC Engineer Response

The footway to the West of Lilac Avenue is not a shared use facility and as such we wouldn't look to link cycle facilities into this section.

NOTES

- DO NOT SCALE FROM THIS DRAWING.

KEY

-  MARKINGS TO BE INSTALLED
-  EXISTING ROAD MARKINGS
-  PROPOSED KERB
-  PROPOSED TACTILE RED
-  HAZARD PAVING
-  PROPOSED VERGE
-  PROPOSED SHARED FOOTWAY/CYCLEWAY
-  PROPOSED BOLLARD

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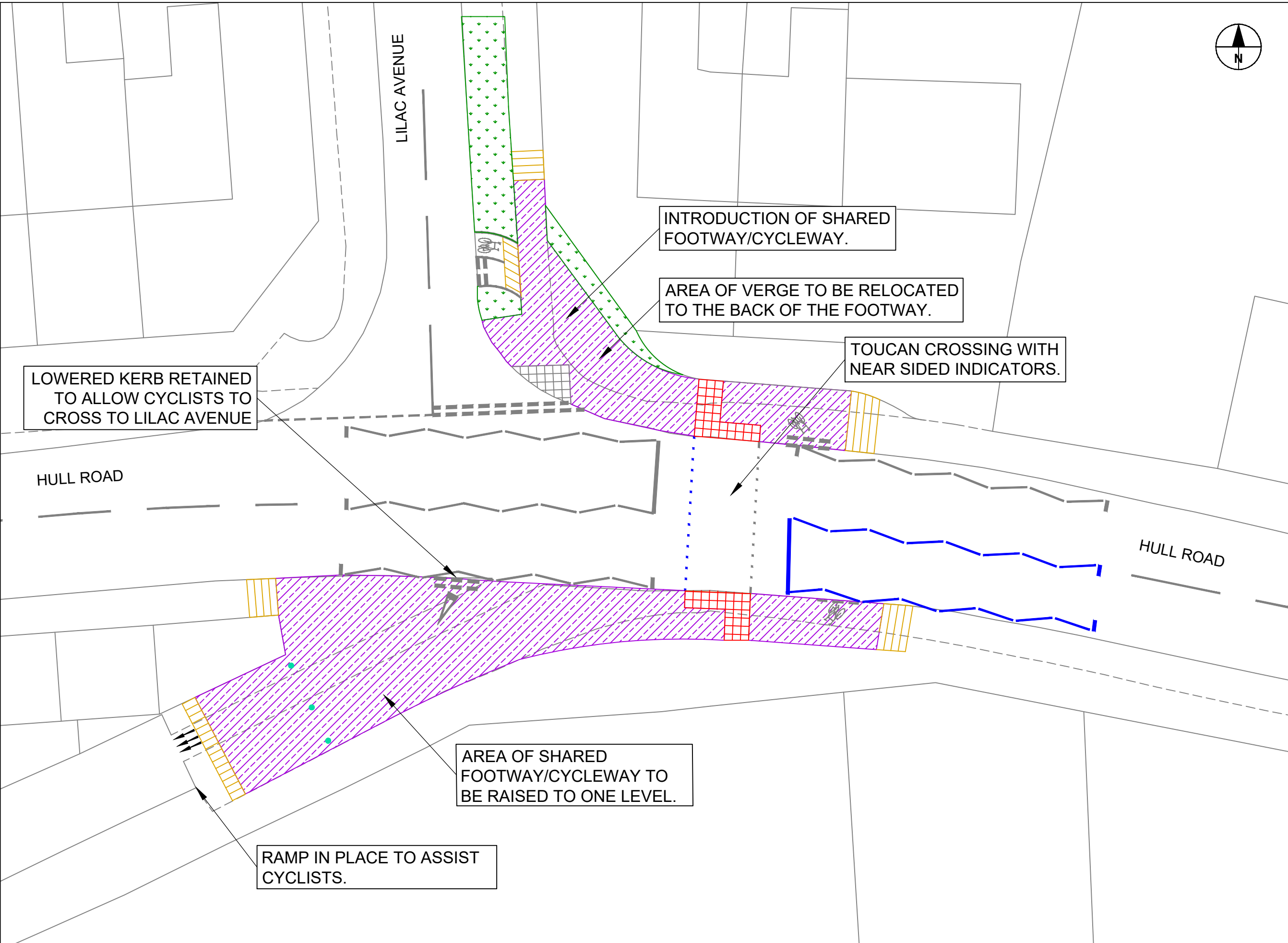
I/R	DATE	DESCRIPTION
P01	05.02.2020	FIRST ISSUE

SHEET TITLE

YK2437
 HULL ROAD / LILAC AVENUE
 OPTION A
 PUBLIC CONSULTATION

DRAWING NUMBER

TST-YK2437-P-01



LOWERED KERB RETAINED TO ALLOW CYCLISTS TO CROSS TO LILAC AVENUE

INTRODUCTION OF SHARED FOOTWAY/CYCLEWAY.

AREA OF VERGE TO BE RELOCATED TO THE BACK OF THE FOOTWAY.

TOUCAN CROSSING WITH NEAR SIDED INDICATORS.

AREA OF SHARED FOOTWAY/CYCLEWAY TO BE RAISED TO ONE LEVEL.

RAMP IN PLACE TO ASSIST CYCLISTS.

ISO A3 297mm x 420mm
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 DESIGN: HM
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Agenda Item

Decision Session – Executive Member for Transport

19th March 2020

Report of the Corporate Director of the Economy and Place

iTravel York progress report and programme 2020/21

Summary

1. This report provides an update following confirmation of Access Fund from the Department for Transport for the 20/21 financial year. It details the iTravel Programme of work to tackle congestion through promoting behaviour change towards sustainable travel options.

Recommendations

2. That the Executive Member notes the 20/21 iTravel Programme.

Reason: to endorse the proposed approach to delivery for 2020/21 in support of the council plan outcome of enabling more residents to get around sustainably.

Background

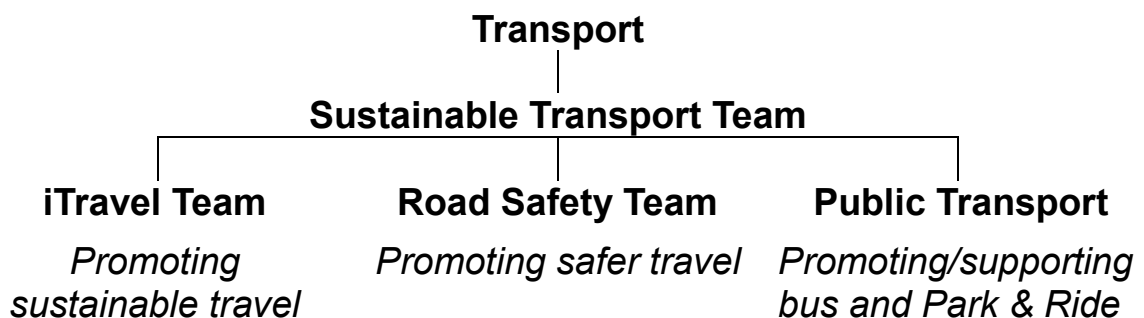
3. Context – the brand, partnership, team and programme
 - 3.1 This section provides the context for what the iTravel Team and Programme are and how they relate to other iTravel entities.
 - 3.2 iTravel York has been successfully established as the unifying brand for travel in the city, equivalent to the West Yorkshire 'Metro' branding.



iTravel York logo

- 3.3 The iTravel partnership are all those organisations, including the Council and bus operators, who work together to provide and inform about York's travel options.

- 3.4 www.itravelyork.info is the website that summarises travel options in York for the partnership and is run by the Council’s Sustainable Transport Team.
- 3.5 The iTravel Team delivers travel behaviour change activities, as part of the above range of iTravel activity. It is a Council team (currently 6 employees) within the Sustainable Transport Team. It promotes sustainable travel (see section 4). The iTravel programme of travel behaviour change activities is its main tool for doing this. It is funded by DfT’s Access Fund, which is the main funding source for the iTravel Team.
- 3.6 The iTravel Team works closely with the other teams in Sustainable Transport, which also draw some of their funding from the iTravel Programme. The Road Safety team provide child pedestrian training and adult and child cycle training. The Public Transport Team promote and provide information about bus and Park & Ride services.



4. Benefits of promoting sustainable travel

- 4.1 The role of the iTravel team is to encourage people in York to travel sustainably, e.g. walking, cycling, public transport, car sharing and low emission vehicles. The team primarily uses the method of ‘travel planning’ to help individuals to change to using sustainable travel. For example for cycling, some of that support can be free information, training, ‘tryouts’ and challenges. This could be provided directly by the team or through ‘travel plans’: documents developed by employers and other organisations about how travel to their site can be changed.
- 4.2 The following table relates the benefits of sustainable travel to the Council Plan core outcomes, illustrating how important it is to what the Council wants to achieve.

Benefit from increasing sustainable travel	Council Plan core outcomes that link with this
Reduced congestion by using road space more efficiently	<ul style="list-style-type: none"> Getting around sustainably

	<ul style="list-style-type: none"> • Well-paid jobs and an inclusive economy
Improved air quality by emitting less or cleaner vehicle emissions	<ul style="list-style-type: none"> • Getting around sustainably • A Greener and Cleaner City
Reduced carbon emissions by emitting less or lower carbon vehicle emissions	<ul style="list-style-type: none"> • Getting around sustainably • A Greener and Cleaner City
Increased health through active travel. Walking to the bus is healthy.	<ul style="list-style-type: none"> • Good Health and Wellbeing
Cost savings to individuals. Walking/cycling is low cost, but bus and car sharing can save money too.	<ul style="list-style-type: none"> • Well-paid jobs and an inclusive economy
Safer travel through support to cycle safely.	<ul style="list-style-type: none"> • Safe Communities and culture for all

5. iTravel Programme: Background

5.1 The iTravel Programme is a programme of travel behaviour scheme initiatives, funded in revenue by the Department for Transport's (DfT) Access Fund. It was awarded through a competitive bidding process.

5.2 The programme is a set of work packages that belong to five categories/themes:

Themes
1. Employment Sustainable Travel uptake
2. Education Sustainable Travel uptake
3. Engaging Sustainable Travel uptake
4. Better Bus Promotion
5. Communication, Promotion

5.3 The current 3-year Access Fund grant ends in March 2020. The Council successfully applied to extend the programme for another year with a further £438,000 grant. This was part of a general offer by DfT to all local authorities currently delivering with the Access Fund.

5.4 The current iTravel Programme was preceded by other travel behaviour change funds from DfT – an unbroken revenue funding stream for the Sustainable Transport Team and the iTravel Team. See the list of fund allocations from DfT below. Cycle City York and LSTF grants also included capital allocations, but only revenue is summarised below.

- Cycle City York – £223K (08/09); £543K (09/10); £615K (10/11)
- Local Sustainable Transport Fund (LSTF) – £180K (11/12); £647K (12/13); £777K (13/14); £896K (14/15)
- LSTF 2 – £1m (15/16)
- Sustainable Transition Fund – £399K (16/17)
- Access Fund – £451K (17/18); £390K (18/19); £472K (19/20)
- Access Fund extension – 2020/21 - £438K

5.5 Changes in the city mean a greater potential to change travel through the iTravel programme:

- New infrastructure: Improvements to the outer ring road (ORR), alongside the existing P&R services, will reduce through traffic in central York, freeing up space for use by sustainable modes. A continuation of itravel allows us to support travel behaviour change to make the most of the new infrastructure. The new Scarborough Bridge has opened up new cycle route possibilities (particularly over the river to/from the station) and more improvements to the cycle network are planned. Public realm improvements, such as replacement of an existing 340 space surface car park with new public urban realm at Castle Gateway will also increase opportunities for sustainable travel by relocating/reducing the number of parking spaces in the city centre.
- Hospital issues: York Hospital is experiencing increased local congestion. That and the new hospital Park & Ride will give us the extra employer and bus operator support needed to promote sustainable travel effectively to employees and visitors at the hospital, which is a significant trip generator.
- New housing developments: Planning applications to build new residential estates have been a dominant theme in the last few years with some now entering the build phase. We want to provide our services to new residents at the life change event of moving house and take advantage of cycle/bus vouchers that many developers are

required to provide. This will complement work being undertaken/funded by developers.

6. iTravel Programme 19/20: Output and Outcome headlines

6.1 In terms of showing results of the programme it will always be difficult to calculate grand totals, because different schemes require different types of data collection. Here we highlight some notable results from 19/20.

6.2 TryBike:

With Get Cycling, the iTravel Team provided 3 week trials of cycling for free. There have been 104 employee participants in 19/20 (by Jan20) from 45 businesses. A survey suggested that 45% had taken up cycling, equating to over 80,000 new kilometres of cycling each year.

6.3 Urban Cycle Skills:

Delivered by Road Safety to 70-80 participants each year, a survey found that these cycle training sessions increased confidence in most participants. 75% said that they had increased their cycling and 48% that they had increased their commuter cycling.

Though not part of the iTravel Programme the following statistics relate to other training provided by Road Safety. 1940 children have received Bikeability training in 2019/20 – 1370 received levels 1 and 2; 60 level 2 and 510 level 3. 300 children received balance bike training through their schools and 60-70 took part in public events. 32 adults and children took part in Learn to Ride sessions. 2600 years 3 and 4 children have received pedestrian training.

6.4 United Bikes:

Through a York mosque, in partnership with United Bikes, 20 women were motivated and trained how to cycle. Anecdotes include 'I want to go home and tell my sons. I want to do more so I can ride with my family', 'I loved it!' and 'I don't want to stop'.

6.5 Love to Ride:

1086 people took part in Love to Ride's online campaign to encourage cycling in September. 80 were 'new riders' (people who had started cycling that year).

6.6 Walk Cycle Festival delivered by Bike Belles in May – 13 activities; 661 participants. Festival of Cycling day delivered by Gem Events in September – 145 people engaged at the travel stall compared to 60 in

18/19. Another Bike Belles initiative, Cake Confidence, led to 44 CYC training sessions.

6.7 Public engagement:

The iTravel Team delivered or attended 97 events in 19/20, engaging with 3435 individuals about their travel options.

6.8 Travel2School:

Sustrans engage with school children about their travel options. Results for the 18/19 school year are below, comparing the 16/17 baseline figures with the latest figures. 20 schools have been involved (there are 63 publicly funded schools in York in total).

- Car use as pupils' usual form of transport to school decreased from 28.4% to 23.8%.
- Pupils who usually choose active travel to get to school increased from 65.9% to 69.0%.
- Park and Stride: Parking then walking to school increased from 3.8% to 6.8%.

6.9 Other school activities:

- 25 schools took part in April's national Big Pedal run by Sustrans – a record number for us. 21 schools took part in May's Walk to School week. Most primary schools took part in one or both of these events.
- 7 schools took part in targeted work for June's Clean Air Day (with the focus on anti-idling).
- 7 invited schools took part in the Yorkshire wide Schools Yorkshire Tour – a Yorkshire wide schools cycle relay event which in 2019 began in York outside York Minster and was well covered by local media (radio, Press and TV).
- 30 schools took part in Octobers Walk to School Week and Jack Archer Award competition. This year the Trophy was won by Carr Junior School.

6.10 The iTravel Programme has been part of the work to promote bus services in the city. Bus use has risen in York by 16% in the last 5 years. This market growth has assisted our measures to introduce electric vehicles onto 5 of the 6 P&R routes and introduce a voluntary Clean Air Zone for buses in the city centre from the end of Jan 2020. There have also been a number of new bus routes in York and an increasing proportion of the network is being operated commercially.

7. iTravel Programme: 20/21

7.1 The 20/21 iTravel Programme (as submitted to DfT to agree the Access Fund extension) is summarised in Section 10 as a list of work packages. Work packages are groups of schemes. It has the same work packages as the previous 3 year programme, but with some removed that either didn't work or were not proving to be good value for money. Some have been enhanced where their schemes have positive results (e.g. TryBike and cycle training).

7.2 The following table sets out the work packages that were in the previous 3 year programme, but aren't included for 20/21 and why.

Work package	Why it was discontinued
Apprenticeship discounted travel scheme	We have found that apprentices tend not to need our services.
Travel Planning software	No software identified that met our needs.
Parking challenge	Completed – a cartoon video was produced illustrating the need for school road safety.
Big Challenges	The big challenge format does not fit with our travel planning focus.
Switched on (electric vehicle promotion events)	This remains important, but can be done by other Council teams, e.g. through the Hyperhub work and delivery of the new EV Strategy.
Silver Riders (cycle rides for older people)	The regular ride format that we've been using limits the amount of participation and impact possible.
Led rides and Big York Ride	Led Rides - as above. The Big York Ride large-scale event format does not fit with our travel planning focus.
Living streets	Integrated into the Green Neighbourhoods work package.

7.3 The 20/21 programme will continue with successes of the previous programme as follows:

- Target audiences are still workplaces, education and the community.
- Travel planning is still the method deployed by the iTravel Team.
- The individual work packages have the same overall objectives and broad descriptions.

7.4 The 20/21 programme will develop from the previous 3-year programme as follows:

- a) There is a greater emphasis on using travel planning to influence travel behaviour. Our interaction with organisations and individuals (about their travel) will change from mainly one-off interventions to ongoing contact and support. The York Community Stadium will be a new generator of trips and will need our support to find ways to increase sustainable travel and reduce car journeys. The hospital will continue to receive our support, through travel information stalls. TryBus (car drivers trying the bus) should help increase patronage on the new hospital Park & Ride service. New and upcoming residential estates are a notable feature of the city, with an opportunity to help new residents to form sustainable travel habits. However alongside the new emphasis on ongoing support, we will continue to attend one-off events around the city (e.g. York Pride), engaging with large numbers of people about their travel options.
- b) The iTravel Team will have more direct involvement with adults, especially in supporting individuals to take up cycling. Following the expiration of the current contracts with Get Cycling and Bike Belles in March 2020 it is proposed that the work will be brought in-house to enable staff to be work directly with the people who need this service. The iTravel Team will carry out its own 'TryBike' scheme – tailoring cycle support (including cycle tryouts) for adults in the workplace, education and the community.
- c) The iTravel Team will focus its efforts on intensively supporting adults to change their travel behaviour. Less intensive campaigns, that are targeted at groups more than individuals, will have a reduced role in the 20/21 programme. Therefore there is no funding provision for Love to Ride or similar online challenge campaigns.
- d) The schools part of the programme will have a two pronged approach. It will maintain the engagement side of the current programme – encouraging children to walk and cycle particularly. But we will increasingly look at small scale highway solutions for school run problems to complement this. We are trialling 'People Streets' in 19/20 – a feasibility study by Sustrans to identify options for reducing excessive parking on Ostman Road outside the Carr Schools. In 20/21 we intend to do a similar study for school-run traffic affecting Hamilton Drive.
- e) We propose to replace the 'Festival of Cycling' event, which has been held in previous years, with support for June's Bike Week and/or Cycle September (in conjunction with partners) with activities which have more impact encouraging people to cycle more.

- f) The York Walking Festival will be a week of volunteer led walks in September 2020. Walks will be themed, e.g. History, Nature. The iTravel Team will coordinate the walks and provide information. This is an established concept across UK and is a good fit for York, with its great walking routes and places of interest. It could attract tourism.
- g) A new iTravel website will be developed internally and launched in June 2020. It replaces the current website (but with the same web address), which is becoming too old to maintain. The look and functions of the website also need updating.

7.5 The following table orders the work packages according to the key schemes that will be used to deliver them.

iTravel - Adult Services	Key schemes	Changes from 19/20
Workplace active travel support	TryBike and TryBus	Internal delivery of TryBike, including procuring bicycles (no outsourcing)
Travel2Campus		
Community Cycling (was Bike Belles)		
Road Safety – Services		
Inclusive cycling uptake	Adapted bike rides	
Cycle training	Urban Cycle Skills (adult cycle training)	Increased budget to increase participation
Road safety promotion		
iTravel - School Services		
Travel to School (was Bike It)	Engagement activities + Highway feasibility studies	Complementing engagement activities with physical highway changes
Green Neighbourhoods		
iTravel – Events		
Festival of Cycling	Cycling Week	Festival of Cycling day to be discontinued.

Active Leisure led walks and rides and GP referral	Walking Festival	A new week of volunteer walks.
Clean Air Champions	Clean Air Day	No change
iTravel - Travel Planning		
Workplace Travel Network & Travel Plan Assistance	Provision of travel planning advice and support	More emphasis on travel planning
School Travel Planning		
iTravel - Comms + recruitment		
Active Travel Dashboard	Tools for finding and engaging with adults	We want to reach more people and from more backgrounds.
Community Champions		
City promotional campaign	General comms	
Website development	Web development	A new iTravel website will go live in Jun20
Public Transport Team		
Better Bus information services	Ongoing work to promote public transport.	No change
Park&Ride promotion		
Bus network enhancements		
iTravel - Project Management		
Project management		No change

8. Funding beyond 20/21

- 8.1 For the iTravel Team and the iTravel Programme there is no allocated funding for 21/22 onwards or funds made available by DfT to bid to. This is not unexpected but makes longer term planning more difficult. The current extension to the Access Fund for 20/21, like the Sustainable Transition Fund (16/17), is helping councils to maintain delivery, while hopefully longer term funding opportunities are developed.
- 8.2 A possible scenario is that a 3 or 4 year funding stream, similar to LSTF and the Access Fund, is announced, by the autumn of 2020. This would probably involve a competitive bidding process that CYC may or may not be successful in.
- 8.3 There is also the scenario that the unbroken stream of revenue funds ends with no follow on to the Access Fund in 21/22. If this is the case, or if we are unsuccessful in a future bid, the iTravel Team and programme would be at risk. There might be no funding for delivery of travel behaviour change initiatives and travel planning. Staff themselves would be

vulnerable. However, Section 106 funding for the iTravel Team to provide travel plan support might be an alternative source of funding for some of the itravel activity.

- 8.4 Increasingly the iTravel Team’s work will underpin the objectives of the Local Transport Plan, which is due to be refreshed in the next year. The iTravel behaviour-change initiatives will complement highway and traffic measures to enable people to travel sustainably. There may therefore be funding opportunities for the team to directly support new schemes, e.g. raising awareness of new cycle routes. There is also likely to be a role for the iTravel Team in delivering the consultation aspects of the Local Transport Plan process over the next two years, as there is a close alignment between the skills required to deliver the LTP’s consultation strategy and those available within iTravel.
- 8.5 There may also be funding opportunities made available by the government to promote bus services that could be applied for in partnership with local bus operators.

Corporate Strategy

9. Delivery is a crucial element of working towards an updated sustainable travel plan, within the LTP, and responding to the climate emergency objective of zero carbon by 2030.

Implications

10. The following are the identified implications.

- **Financial** – £438,000 of revenue has been awarded by DfT for the 20/21 programme. The programme with allocations per work package is set out below.

Work packages	DfT funding
1. Employment Sustainable Travel uptake	£91,000
Workplace active travel support	£46,000
Active Travel Dashboard	£5,000
Workplace Travel Network & Travel Plan Assistance	£40,000
2. Education Sustainable Travel uptake	£132,000
Travel2Campus	£36,000
Travel to School (was Bike It)	£58,000
School Travel Planning	£36,000
Clean Air Champions	£2,000
3. Engaging Sustainable Travel uptake	£162,000
Community Cycling (was Bike Belles & Travel with Tots)	£40,000

Green Neighbourhoods	£54,000
Community Champions	£10,000
Festival of Cycling	£7,000
Inclusive cycling uptake	£4,000
Active Leisure led walks and rides and GP referral	£7,000
Cycle training	£20,000
Road safety promotion	£20,000
4. Better Bus Promotion	£15,000
Better Bus information services	£5,000
Park&Ride promotion	£5,000
Bus network enhancements	£5,000
5. Communication, Promotion	£8,000
City promotional campaign	£3,000
Website development	£5,000
Project management	£30,000
	£438,000

- **Human Resources (HR)** – We will seek to recruit one Travel Planning Officer on a fixed term contract. They will cover our expanded travel planning services and our move to internal delivery (and decrease in external delivery). We will also seek to recruit two short term positions through Work with York to deliver the TryBike scheme.
- **Equalities** – We will continue to make our iTravel Programme schemes and our travel planning services available to a broader range of people in the city. Publicity will be more citywide and we have increased our contact with community groups.
- **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

- 11. If we are unable to recruit more staff to the team (see HR implications) we may under-deliver on outputs and outcomes and also underspend. However we have the option of bringing in consultancy support, should that happen.

Contact

Details:

Author

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Manager
Tel No. (01904) 553786

Chief Officer Responsible for the Report

Neil Ferris
Corporate Director Economy and Place

**Report
Approved**



Date 09.03.20

Wards affected: All

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