



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

To: Councillor D'Agorne (Executive Member)

Date: Monday, 22 June 2020

Time: 11.00am

Venue: Remote Meeting

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm** on **Wednesday 24 June 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** on **Thursday 18 June 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 19 March 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 Friday 19 June 2020**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact Democratic Services, on the details at the foot of the agenda. You will then be advised on the procedures for dialling into the remote meeting.

Webcasting of Remote Public Meetings

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

During the coronavirus pandemic, we've made some changes to the way we run council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4. TSAR Traffic Signal Refurbishment - Hull (Pages 7 - 18) Road/Osbaldwick Link Road

The Executive Member will consider a report outlining proposed alterations to the life expired traffic signalling equipment at this site.

5. The Groves Area Experimental Traffic Regulation Order (Pages 19 - 78)

This report provides an amended proposal to close the Groves residential area to through traffic following the decision of Executive Member for Transport on Oct 24th 2019 to approve this subject to detailed design and further consultation. A revised proposal taking account of that consultation is put forward for the Executive Member for Transport to consider progressing as an Experimental Traffic Regulation Order.

6. Urgent Business

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

Democracy Officer:

Louise Cook

Contact details:

- Telephone – (01904) 551031
- Email – louise.cook@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)

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 (01904) 551550

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	19 March 2020
Present	Councillor D'Agorne

63. 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 non-prejudicial interest in agenda item 9, iTravel York progress report and programme 2020/21, in that he was a Sustrans volunteer. He confirmed that he was not involved in making decisions on behalf of the organisation.

64. Minutes

The Executive Member requested that it be made clear at Minute 62 of the previous meeting held on 20 February that the Executive Member taking the decision on that item was Cllr Waller. Subject to this amendment it was therefore:

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 20 February 2020 be approved and signed by the Executive Member as a correct record.

65. Public Participation

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme and two written representations had been received.

Due to Government's advice to the public to stay at home in relation to Coronavirus COVID – 19, the Executive Member read aloud each of the representations, summarised below.

A representation was received from Cllr Fenton, Ward Member for Dringhouses & Woodthorpe as follows:

- Agenda item 4, Economy & Place Capital Programme 2020/21 Budget Report - He was pleased to note the commitment to fund schemes to support use of sustainable transport and urged that further consideration for improvements or repairs of potholes be given when considering the arrangements for reactive highway repair works in 2020/21; as the poor state of roads discouraged people from cycling.
- ResPark Schemes - He welcomed the additional resource that had been identified to process ResPark schemes swiftly and looked forward to receiving confirmation that the proposed ResPark scheme for the 'Revival' estate would go forward for a formal ballot. A residents' petition had been received in June 2019 which had demonstrated strong support for restrictions to tackle inconsiderate and often dangerous parking on the estate by large numbers of York College students.

Agenda item 5, ... Residents Priority Parking scheme for Clifton Dale and Clifton Green

A representation had been received from Mrs. J Finlayin, local resident to Clifton Dale for over 20 years. She considered that the parking situation for residents had rapidly deteriorated for a number of reasons which had included: Brownfield development around Clifton Green, (ii) The conversion of terraced properties, in streets close to Clifton Dale with no / insufficient off-street parking, for the number of cars owned. (iii) The increase in ResPark schemes in the Clifton Green area leaving Clifton Dale as one of the few streets with unrestricted on street parking. The result of which had been a great increase in parking by residents of other streets and also short and long stay 'casual' parking. She welcomed the proposals in the officers report, along with 62% of all properties in the area who had voted in support of this scheme.

Agenda item 6, Traffic Regulation order for Double yellow lines on Gray Street

A representation was received from Ms Emma Peacock, local resident to Gray Street, who considered that the parking on Gray Street was inadequate for the amount of cars on the

street. She considered that removing parking at the top of Gray Street would exacerbate the situation.

A representation was also received from Mr Stephen Galloway, local resident to Gray Street in objection to any further reduction in parking spaces on Gray Street. He considered that there were already too few spaces for all residents' cars. He considered that if double yellow lines were to be implemented, that they would need to be policed. He requested that consideration be given to implementing a change to 24/7 parking restrictions for non-residents as per some roads of Bishopthorpe Road, such as Cameron Grove and that there be more policing by traffic wardens as residents who had paid for a residents' parking permit had continually witnessed restrictions being flaunted.

66. Economy & Place Capital Programme – 2020/21 Budget Report

The Executive Member considered a report which set out the Economy and Place Transport Capital Programme for 2020/21, as agreed at Budget Council on 27 February 2020, and provided further details of the Local Transport Plan funding allocations.

The Head of Transport reported that the Council had been awarded in the budget £77m funding in relation to the York Central development and £14.5m from the Transforming Cities Fund primarily for the Station Frontage Scheme.

Resolved: The Executive Member:

- (i) Approved the proposed programme of schemes for 2020/21;
- (ii) with the proviso that there would be further review and discussion regarding Holtby Lane, in due course. Officers will be reviewing the information received by Ward Member Cllr Waters and the Parish Council and providing a more detailed response in their consolidation report which would usually be received at this Decision Session in July (subject to change in the current climate).

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.

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

The Executive Member considered 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).

The options available were:

1. Option 1 – To 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.
2. Option 2 – To drop the proposals and take no further action.
3. Option 3 – To place the proposed new scheme on hold and re consult once the hotel development has been completed and residents established.

In considering this item, the Executive Member highlighted:

- That he had discussed with the relevant Ward Members the difficulty in relation to the crossing at the junction at Water End.
- Regarding the junction at Compton Street / Clifton Green, A199 turn off to one way road, area for large vehicles - there was concern that other vehicles were entering that junction at high speed. The Executive Member would be consulting with the relevant Ward Members regarding this, at the point of implementation.

Resolved: 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.

68. Consideration of an objection received to the advertised Traffic Regulation order for Double yellow lines on Gray Street

The Executive Member considered 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.

Resolved: 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.

69. Yearsley Crescent Residents Parking Petition

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

Resolved: That Option 2 be approved, to include 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.

70. TSAR Traffic Signal Refurbishment – Hull Road/Lilac Avenue

The Executive Member considered a report outlining proposed alterations to the traffic signalling equipment at this site which have become life expired.

Regarding Lilac Avenue, the Executive Member requested that further consideration be given to the cycling route and the point at which the cyclist joins/exits the road, so that cars are prevented from blocking these areas.

Resolved: To approve Option 1, the proposed crossing refurbishment shown in drawing Annex B.

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.

71. iTravel York progress report and programme 2020/21

The Executive Member considered an update report following confirmation of Access Fund from the Department for Transport for the 20/21 financial year. It detailed the iTravel Programme of work to tackle congestion through promoting behaviour change towards sustainable travel options.

The Executive Member noted that the participation events scheduled, as listed at paragraph 7.5, may need to be reviewed in light of recent measures put in place in relation to Coronavirus.

Resolved: 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.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 2.00 pm and finished at 2.40 pm].



Decision Session – Executive Member for Transport**22 June 2020**

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

TSAR Traffic Signal Refurbishment – Hull Road/Osbaldwick Link Road**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.
4. A decision is required to approve the proposed alterations.

Recommendations

5. 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.

Background

6. A report was brought to the Executive Member for Transport and Planning on 12 November 2015 to seek approval to undertake the 5-year 'TSAR' (Traffic Signal Asset Renewal) programme.

7. 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.
8. To date, 32 sets of signals have been refurbished and a further 5 are programmed in for the 20/21 financial year.

Consultation

9. Due to efforts to bring the area's bus lane into significant use and slight changes to the cycling facilities at the crossing, 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 to the North of the junction into a standard Toucan crossing provided with all new equipment, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
15. Introduction of specialised vehicle detection equipment for high speed junctions.

16. Signal Controller to be relocated from the western pedestrian island to the rear of the main foot/cycleway west of the junction to increase ease of access.
17. Eastern Pedestrian Island to be reshaped in order to improve alignment with main foot/cycleway at the Eastern most extreme of the junction.
18. Crossing point realigned at the Eastern foot/cycleway.
19. Bring the existing bus lane back into full operation including improved bus detection to allow for better bus priority.
20. Bus Lane carriageway improvement works.
21. The estimated cost of the work to the Traffic Signal at the junction of Hull Road and Osbaldwick Link Road detailed in Annex B is £350,000.00

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. This option has a negligible impact upon the capacity of the junction however, by adding Microprocessor Optimised Vehicle Actuation (MOVA) control to this high speed junction the site will be safer and will likely see some minor improvements to vehicle journey time through it.
25. By making improvements to bus detection at the location, buses will be provided with greater priority than they currently achieve.

Impact on Pedestrians

26. The option will have minor benefits to pedestrians by realigning the crossing.

Impact on Cyclists

27. The realignment of the toucan crossing will assist cyclists in crossing the road.

Safety Considerations

28. The new traffic signalling technology that will be introduced will improve safety at this high speed site.
29. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

Other options already discounted

30. Due to the semi-rural location of the junction and the limited scope for redesign of its operation, no alternative preliminary design options have been put forward for this scheme.

Council Plan

31. 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 'Getting around sustainably' key outcome of the Council Plan.

Implications

32. **Financial**
The TSAR programme is funded by the council's capital programme, which was approved at Budget Council on 27 February 2020 and sufficient funds are available in the 2020/21 transport capital programme for the construction of this scheme.
33. **Human Resources (HR)**
There are no HR implications
34. **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.

35. **Legal**
There are no legal implications
36. **Crime and Disorder**
There are no Crime and Disorder implications
37. **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.
38. **Property**
There are no property implications
39. **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

40. There are no known significant risks associated with any option presented in this report.
41. 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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Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 08.06.20
Approved

Wards Affected: Hull Road

For further information please contact the author of the report

Background Papers: None.

Annexes:

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

List of Abbreviations Used in this Report

TSAR - Traffic Signal Asset Renewal
MOVA – Microprocessor Optimised Vehicle Actuation

Executive Member Decision Session TSAR Traffic Signal Refurbishment – Hull Road/Osbaldwick Link Road

Annex A

This list shows the extents of the external consultation undertaken for the Hull Road at Osbaldwick Link Road 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 / Osbaldwick Link Road junction

As part of the Traffic Signal Asset Renewal (TSAR) Programme we have been investigating the refurbishment of the Hull Road / Osbaldwick Link Road Junction. 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 / cyclist displays.

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

- Full refurbishment of the traffic signal equipment at the junction. This will include changes to Toucan crossing equipment to facilitate near side red / green man / cyclist displays.
- Install MOVA (a junction control strategy) at the junction to reduced delay and improve safety of the traffic signals on this high speed road.
- Make minor changes to pedestrian / cyclist crossings in line with current guidance. This includes realigning the crossing over Osbaldwick Link Road and associated changes to the traffic island
- Bring the existing bus lane back into full operation including improved bus detection to allow for better bus priority. We will also look to improve the carriageway condition of the bus lane.

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 13th March 2020**. If you have any questions on the proposals please feel free to ring or email 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.

Comment made regarding making the crossing of Osbaldwick Link Road a single phase for cyclists and pedestrians.

Question raised why there is no consideration of a cycle way to the south of Hull Road to allow better access to field lane.

Support given for the reinstatement of the bus lane to full operation

CYC Engineer Response

We will review the staging of the junction as part of the detailed design process and review the options for providing pedestrians / cyclists with a single crossing as you propose. This would be on demand based on a call from a push button.

There is currently no off road facility in the southern verge or cycle lanes on the carriageway between the junction of Hull Road / Osbaldwick Link Road and Hull Road / Tranby Avenue roundabout and this is a missing link in the cycle network. Two way off road cycle facilities are provided in the northern verge instead at present. The TSAR scheme would be designed so it could facilitate the southern cycle link at a later time – most likely as part of the development of the fields to the South of Hull Road.

The TSAR programme was put in place to bring the aging and outdated traffic signal infrastructure up to date. This site will be renewed and bus priority improvements made.

2. Cllr Andrew D'Agorne

What is the width of cycle lanes on link road and the parallel traffic lanes? I would be concerned if they are less than 1.5m given the HGV use of this route.

CYC Engineer Response

The design team has reviewed the off road cycle facilities on Osbaldwick Link Road. The facilities are currently below existing guidance and it is the intention for the design team to change the road markings so current guidance is met. The cycle lanes are currently 1.0m (kerbside) and 0.9m (central) wide. It is not possible to fit both cycle lanes in at widths to guidance on the approach to the junction and as such the layout will be amended to provide a better kerbside cycle lane whilst removing the central cycle lane.

The reasoning for this is:

- that the majority of movements are on the inside (left turn)
- it links up with the off road facilities much better – those right turning can access the off road facility better heading into town
- If we tried to put a 2m central cycle lane in it would mean squeezing of the inside cycle lane / narrower lanes which would be difficult given the likely HGV percentage.

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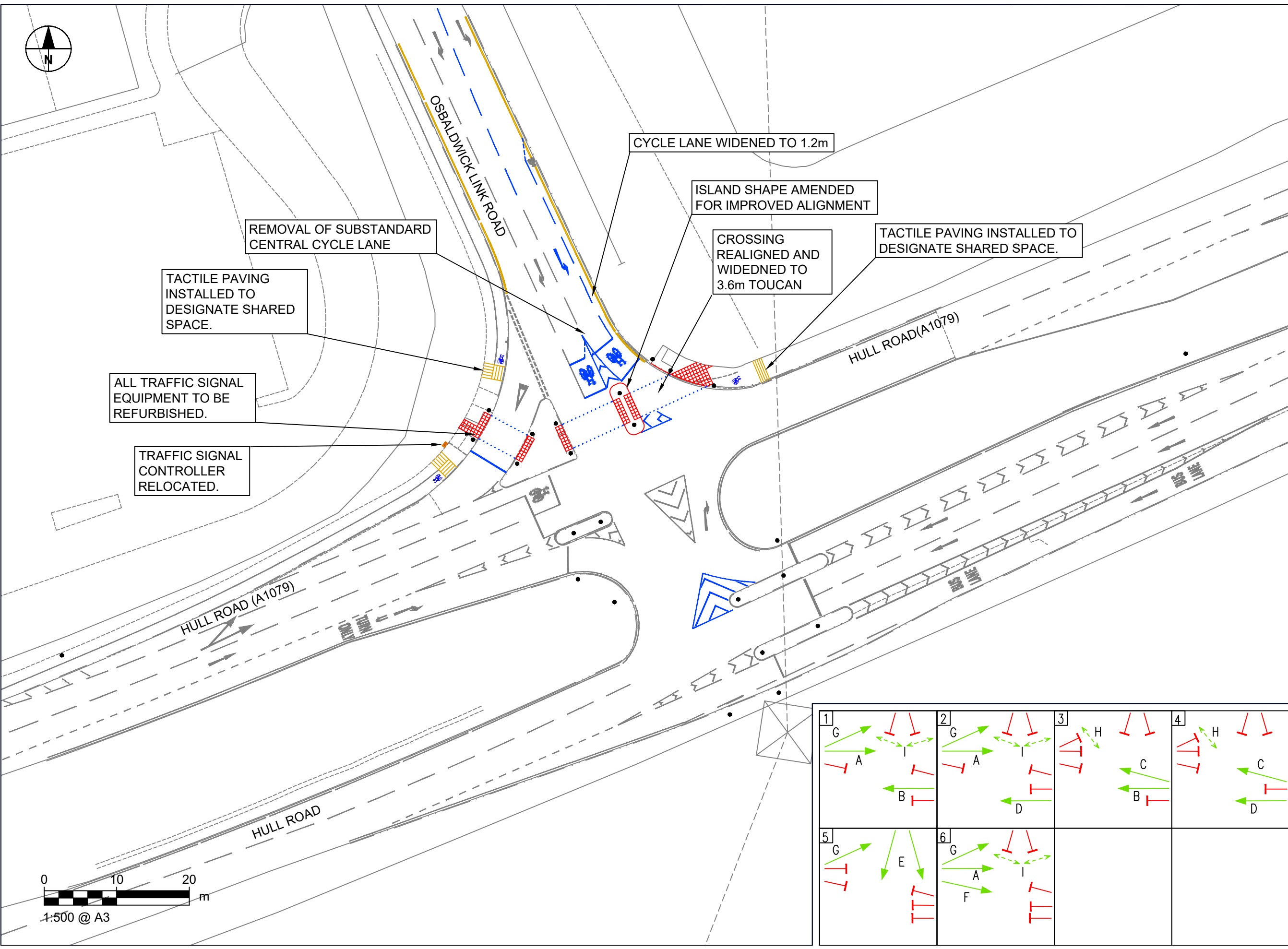
ANNEX B



Transport Systems Team
West Office, Station Rise, York, YO1 6GA
Tel: 01904 552827
www.york.gov.uk

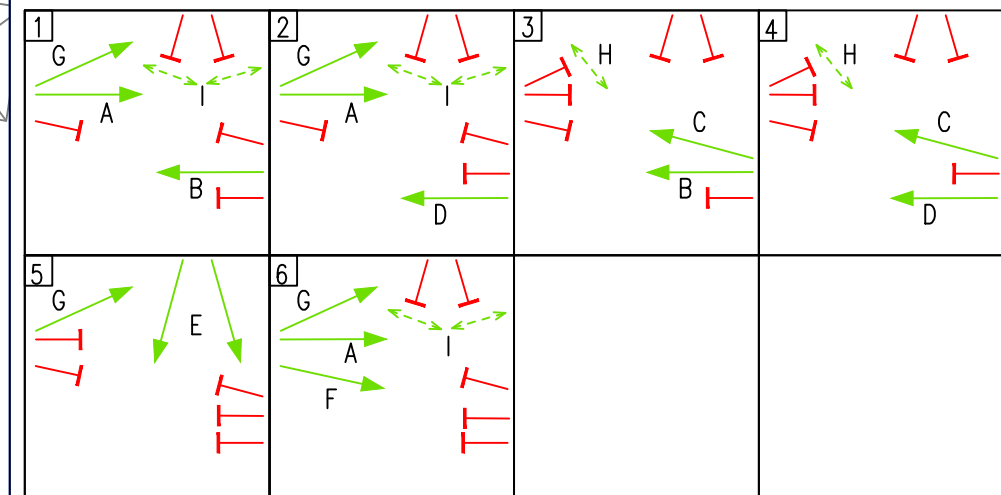
- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ROAD MARKINGS ADJUSTED TO SUIT AMENDED DESIGN.

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KEY

- PROPOSED WHITE MARKINGS
- EXISTING WHITE MARKINGS
- PROPOSED RED TACTILES
- PROPOSED BUFF TACTILES
- PROPOSED CONTROLLER
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED KERB

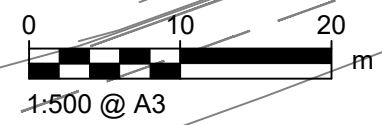


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ISSUE/REVISION	
D02	18/05/2020 DESIGN AMENDMENTS
D01	17/04/2020 FIRST ISSUE
I/R	DATE DESCRIPTION

SHEET TITLE
YK2246
HULL ROAD / OSBALDWICK LINK ROAD
GENERAL ARRANGEMENT

DRAWING NUMBER
TST-YK2246-D-001



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Decision Session – Executive Member for Transport**22 June 2020**

Report of the Corporate Director of Economy and Place

The Groves Area Experimental Traffic Regulation Order**Summary**

1. This report provides an amended proposal to close the Groves residential area to through traffic following the decision of Executive Member for Transport on Oct 24 2019 to approve this subject to detailed design and further consultation. A revised proposal taking account of that consultation is put forward for the Executive Member for Transport to consider progressing as an Experimental Traffic Regulation Order.

Recommendations

2. The Executive Member for Transport is asked to:
 - 1) Note the outcome of the consultation carried out in February 2020 and the proposed method for further consultation as the project is implemented

Reason: To comply with City of York Council public engagement expectations and to comply with the legal requirements of taking forward Traffic Regulation Orders.

- 2) Agree to proceed with Option 3 – items a to m - the implementation of an 18 month Experimental Traffic Regulation Order (Exp. TRO)

Reason: Because an Exp. TRO provides the greatest flexibility in cases where it is anticipated there may need to be adjustments made at short notice and in a timely fashion to improve the scheme.

- 3) That the start date be within the next two to three weeks, taking account of practical arrangements such as ordering signs and notifying residents and businesses of the start date.

Reason: In order to secure funding through the Emergency Active Travel Fund that requires expenditure within 8 weeks to facilitate reallocation of road space to walking and cycling and facilitates social distancing.

Background

3. The Groves area (see Annex A) is a residential area bounded on 3 sides by the main road network (A1036 inner ring road, A1036 Monkgate, B1363 Clarence Street and C94 Haxby Road) and it is important to note that none of the roads within this area are classified roads (A, B or C roads). The narrow residential streets through the area have experienced a large increase in through traffic in recent years. This ongoing increase can be evidenced from the introduction over the years of a number of measures aimed at controlling traffic; one way system, existing road closures, access restrictions (that are ineffective) and traffic calming features.
4. Although use of the remaining through routes in the residential area does alleviate some capacity on the main road network there is a question mark as to whether this is appropriate given the residential nature of the area and the substantial traffic queues through it during peak periods.
5. The consultation and residents' engagement of the Groves Regeneration Project over the last two years identified that there was a strong desire expressed by residents for a removal of the high levels of through traffic from their area as the most effective way to improve road safety and air quality and create the conditions for a healthier and more active community in the area. Hence, an outline proposal was drawn up to achieve this aim.
6. A report was brought to the October 2019 Executive Member for Transport Decision Session to outline the concept of carrying out an experimental scheme to remove through traffic based on the proposals. This was approved for taking forward subject to the timing of other works in the area and some further consultation being carried out with residents.

7. An experimental scheme was considered the best approach due to the impact the measures would also have on local residents travel patterns and this would enable informed views to be expressed during the experiment.
8. Because the proposal is an experiment the measures used will be of a temporary nature. As the experiment progresses highway officers will work with the Groves Regeneration Team and local residents groups to improve appearance of the closures (see annex G - Planters at road closure points). If in due course the experiment is made permanent additional design work and funding will be required to make the measures on street acceptable for the long term.

Covid 19

9. Progress on this project has been maintained during the pandemic because the aims of the Exp. TRO also contribute to the aims of the Government guidance to achieve greater social distancing by reallocating road space for walking and cycling to encourage active travel. Whilst the boundaries of the carriageway are not being re-drawn at present the volume of traffic will be significantly reduced enabling residents to choose to use the carriageway safely when needed.
10. Walking and cycling has increased as a percentage of highway activity during lockdown with benefits for air quality and quality of life. This measure has been brought forward as part of the council's Covid Economic Recovery Transport and Place Strategy to enable social distancing as businesses reopen and encourage continuing shift away from driving for local trips in the area.

Consultation

11. The usual consultation for Exp. TRO's is to implement the experimental measures and get feedback from road users before deciding on the future of the scheme. In this case because of other highway works in the area some preliminary consultation was carried out by circulating the draft proposal to residents for their views. Residents were invited to attend a drop in session at Park Grove School in February to ask questions and leave feedback. Some additional pre-experiment consultation was considered for residents of the St. John Street area and with local businesses due to some particular concerns raised. Due to the current pandemic and the opportunity to utilise Government funding and lower vehicle traffic we have reviewed delivery of the scheme. In order to

capture the current funding and traffic levels it is suggested that the Executive Member considers proceeding and getting feedback within the experimental period and where practical making changes to the experiment if that is considered appropriate. Working with the Groves Association, conversations have now taken place with at least some of the traders. A letter drop to all residents in the St Johns Street / Penley's Grove Street area has also taken place outlining further changes officers have brought forward to meet residents' concerns and outlining how further representations can be made.

12. The original consultation drop in session was well attended and a precis of the comments and suggestions made is in Annex B. Further comments sent in by e-mail and from the Door 84 organisation are shown in Annexes C and D.
13. The comments made during the drop in session fall into 4 broad categories:
 - In favour,
 - Suggestions (the St John St area comments are grouped here),
 - Statements, concerns and questions,
 - Outside the scope of the project.
14. Whilst it is fully acknowledged that a significant change such as is being considered will be a cause for concern for some and be an inconvenience for others there is no impediment to proceeding with an experimental order to establish the impact of the scheme and whether it provides the most effective means to deliver the hoped-for improvements to this residential area.

Proposed and potential further changes following initial consultation

15. In the light of responses made it is proposed that the following alterations to the initial draft proposal be taken forward.
 - Closing St. John Crescent (exact location subject to discussion with frontages and those directly affected)
 - Keeping St. John Street 2 way
 - Making part of Penley Grove Street 2 way
 - Relocating the Earle Street closure point
 - Allowing cyclists to travel both ways in some of the one way streets

Other suggestions will be reviewed during the experiment, such as:

- Removing the parking meters where resident parking is reduced. This would need to be considered on a case by case basis and will be reviewed independently of the proposed experimental measures.
- Removing the Neville Street / Terrace road closure. This suggestion has potential and will be reviewed during the experiment and introduced as a separate proposal if considered desirable.
- Removing the Markham Street No entry restriction. This suggestion has potential and will be reviewed during the experiment and introduced as a separate proposal if considered desirable.

Design considerations

16. Experimental schemes are by their very nature temporary and subject to change therefore the measures used are fairly rudimentary at the outset in case there's a need to make amendments to the position or remove the measures altogether. These basic features remain in place for the duration of the experiment, then if the scheme is made permanent more permanent design features can be implemented. There is however a strong desire in this case for the closure positions to be planted up to meet local community expectations (see the regeneration statement provided in Annex G for background). During the experimental period the Council will work with Ward Members and the community to design a more pleasing appearance of the closure point whilst still allowing for the experimental basis of the scheme.

Road safety impact on the wider area

17. Some concerns were expressed regarding the possible safety impact on the surrounding road network, such as along Haxby Road and in the Gillygate area. Whilst it can be assumed there might be additional vehicles on these adjacent routes it does not follow that there will be an increase in road safety issues as these are main roads that already have adequate crossing facilities at key points where pedestrians cross the road. Further conversations will take place with residents of Claremont Terrace and Portland Street who have expressed some concerns.

Traffic Regulation Order Consultation

18. The Experimental Traffic Regulation Order process is a strict national legal process that must be followed for the experiment to be conducted correctly.
 - The maximum period for an Experimental Traffic Regulation Order is 18 months.
 - Changes to, or a suspension of, the experiment can be made very rapidly in order to resolve difficulties if considered appropriate, however
 - An experiment can only be made permanent following a six month period where there have been no changes made to the experiment and any objections made during the period have been considered.
19. The Exp. TRO process therefore differs from the permanent TRO process where objections are considered before works are carried out on street. The Exp. TRO process has advantages for road users and those most affected by the scheme to experience the proposed changes and make their comments based on the actual situation rather than anticipated benefits or problems in advance of a decision, hence a more accurate level of representations can be made.
20. Views of other road users who do not live in the area will be gathered through a dedicated email address as publicised on the council website and in press statements and will be considered in any decision whether remove or to make the Traffic Regulation Order permanent.

Options

21. Option 1 – Introduce an access only restriction covering the whole area. This has been suggested by some local residents. While it is possible to introduce this type of restriction they are almost universally ignored by drivers either due to ignorance of the signs meaning or deliberately because ongoing enforcement by the police is impractical (or in this case due to the size of the area, almost impossible). For these reasons access restrictions are no longer put forward as a solution to a problem. Hence this is not a recommended option.
22. Option 2 – Rising bollards. These are outside the scope of the project so far but are included in order to cover the main options available. These measures would need a substantial amount of additional work to provide

a reliable feasibility study for introducing a permanent TRO (because of the costs) instead of an Exp. TRO.

Introduce a series of rising bollards at key locations to retain full access for local residents and businesses. The initial cost would likely exceed £250k, there would be a substantial ongoing cost for maintenance of the equipment, then the replacement cost when the equipment reaches the end of its life. There would also be ongoing staff costs to administer a system of access tags for residents and businesses. These systems can work well where the number of vehicles requiring access is low – perhaps 2 or 3 per hour - but this is not the case in the Groves. This is not a recommended option due to the initial cost for which there is no budget available, the ongoing revenue costs and the long term reliability of the equipment.

23. Option 3 – Introduce a series of measures under an Exp. TRO as outlined below (and indicated on the plan in Annex E and E1) in accordance with the consultant’s draft proposal and revisions following the initial public consultation. This would be the starting position of the experiment and additional measures could be introduced in the early stages of the experiment if considered appropriate to overcome difficulties or achieve additional improvements. The changes following the initial consultation with residents are highlighted in bold.
- a. Close Lowther Street at its junction with Brownlow Street.
 - b. Close Penley Grove Street between St. John Crescent and March Street (**revised position in response to consultation**). This will include the loss of around 4 parking bays in order to achieve a turning head – the exact number still to be determined in the detailed design.
 - c. Close Earle Street close to its junction with Amber Street. This is a **revised location** put forward by residents during the initial consultation.
 - d. Close Neville Terrace close to its junction with Brownlow Street.
 - e. Make Penley Grove Street two way between March Street and the new closure point in b. above.
 - f. Make Penley Grove Street two way between Monkgate and the new closure point in b. This is a **revision requested** during the initial consultation. This will include the loss of around 2 extra parking bays for the turning movements and one parking bay to create a suitable passing place for the low number of vehicles (providing point g. is also approved) that would be using the street.

- g. Close St. John Crescent between Penley Grove Street and Garden Street. This is reliant on point f. above being approved and retains 2 way traffic on St. John Street. This is a **revision requested** during the initial consultation.
- h. Make March Street one way except for cyclists. This is a **revision requested** during the initial consultation.
- i. Make Brownlow Street one way except for cyclists. This is a **revision requested** during the initial consultation.
- j. Merge the boundaries of residents parking zones R7, R10 and R25 so that the new closure positions do not disadvantage local residents ability to park (Annex F).
- k. Suspend the old access only restriction on the St. John Street area that would be redundant (not shown on the plan in Annex E).
- l. Delegate authority to the Director of Economy and Place to make additions or amendments to the Exp. TRO after discussions with the Executive Member for Transport and Ward Members.
- m. Introduce a no right turn prohibition when exiting Penley Grove Street on to Monkgate (i.e. require drivers to use roundabout for such movements) necessary in light of amendments made **as a result of consultation** (not shown on the plan in Annex E).

This is a recommended option because it meets the aims of the project, has taken in to account suggestions made during the initial consultation, provides significant flexibility and allows for a rapid adaptation of the experiment.

24. Option 4 - Take no further action. This is not a recommended option.

Analysis

25. The request for measures to remove through traffic came from a regeneration project in the area that identified vehicle pollution, disruption and danger of through traffic as a significant factor undermining quality of life in the area. The success or failure of the experiment will therefore not be limited to statistical analysis of traffic flows but include perceptions of those who live in the area and other aspects of community cohesion. From a traffic management perspective we will give a view on the impact on the surrounding road network and also the impact on encouraging modal shift for short local journeys. These views and perceptions will need to be considered before Members decide on whether or not the measures eventually become permanent.

Council Plan

26. This proposal contributes to the Council Plan 2019-2023 - Building Communities, Promoting sustainable travel choices and reducing traffic travelling through the city centre.

Implications

27.

- **Financial:** This scheme is identified in the 2020/21 Local Transport Budget £20k and will benefit from the Emergency Active Travel fund £10K for implementation of the experiment. Cost implications of a permanent scheme will need to consider additional funding allocation and be considered as part of any decision to implement a permanent Traffic Regulation Order.
- **Human Resources (HR)** There are no HR implications
- **Equalities** There are no equalities implications because there are no impacts on residents or road users other than longer routes for motor vehicles.
- **Legal** There are no Legal implications
- **Crime and Disorder** There are no Crime and Disorder implications
- **Information Technology (IT)** There are no IT implications
- **Property** There are no Property implications
- **Other** There are no Other implications

Risk Management

28. There are no anticipated risks associated with this project.

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**Report
Approved**



Date 12/6/2020

Wards Affected: Guildhall

All

For further information please contact the author of the report

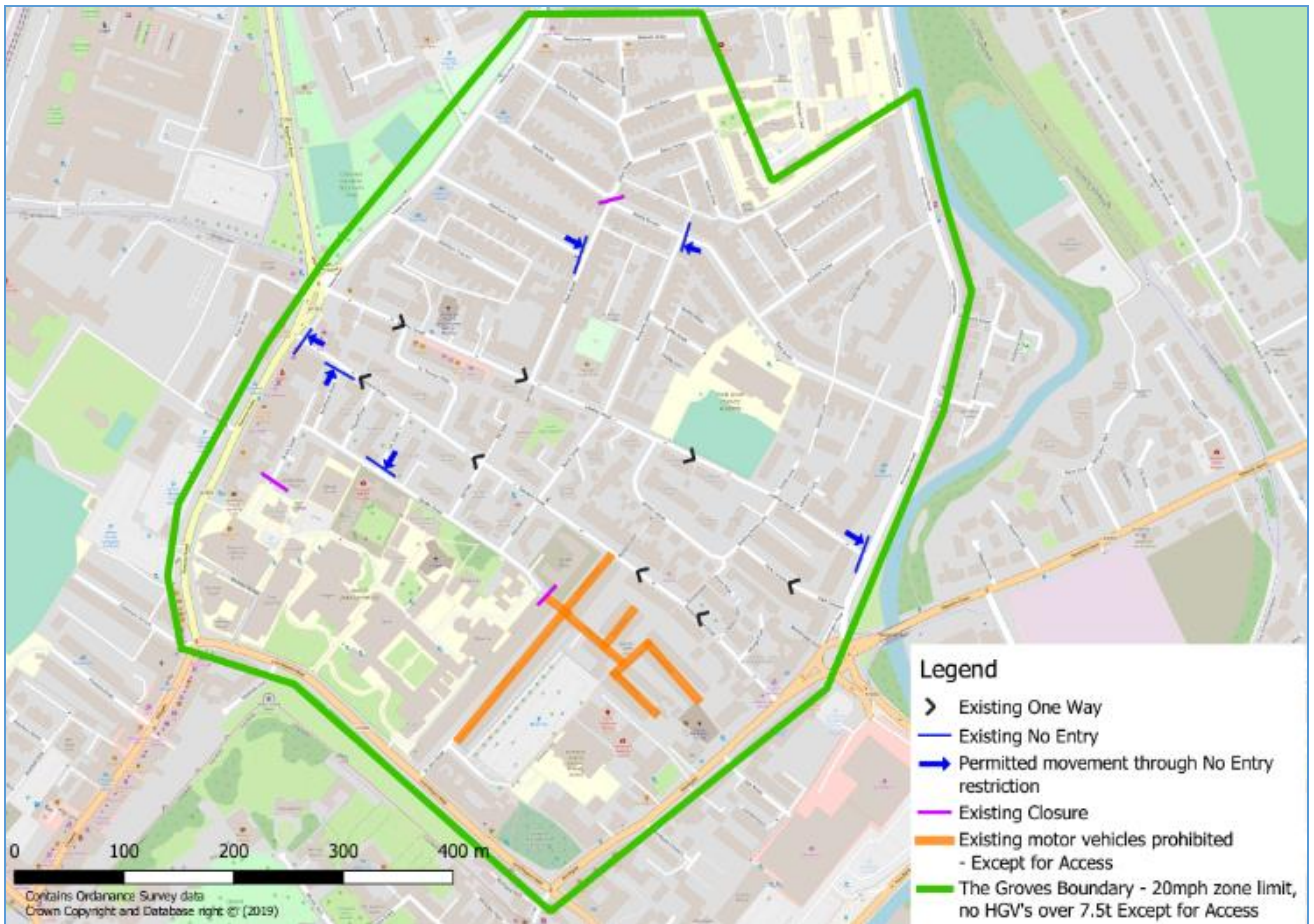
Annexes

- Annex A Plan of the Area
- Annex B Precis of the Drop in Session Comments and Suggestions
- Annex C E-mail correspondence in full (online only)
- Annex C1 Views (condensed) received by e-mail
- Annex D Door 84 Comments
- Annex E Location Plan of the Items in Option 3
- Annex E1 2 Zone Option Revised Plan
- Annex F Residents Parking Zones
- Annex G Regeneration statement

List of Abbreviations Used in this Report

- Exp. TRO Experimental Traffic Regulation Order
- TRO Traffic Regulation Order

Plan of the Area



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Precis of the Drop in Session Comments and Suggestions

In Favour

ID	Comment	Officer Response
1, 22, 31, 37, 40, 42, 43, 52, 53, 55, 56, 59, 61, 63, 81, 83, 84, 85, 94, 97, 101, 103, 106, 107, 108, 109, 112, 114, 116, 127, 129, 131	In favour	Noted
28	Supports 18 month trial	Noted
123	Support the closures on Neville and Earle Street	Noted

Suggestions

ID	Comment	Officer Response
4	Keep through traffic out but keep full access to residents	Access only type vehicle restrictions do not work.
58	Would prefer no entry signs to bollards for the closures.	Access only type vehicle restrictions do not work.
71	Use no entry signs rather than physical barriers and allow residents access	Access only type vehicle restrictions do not work.
82	Access to the Groves area for residents only	Access only type vehicle restrictions do not work.
51	Can't it be restricted access to the whole of the Groves area	Access only type vehicle restrictions do not work.
121	Make the area access only for residents. Use rising bollards or gates with keys.	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
21	Rising bollards for residents only	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
67	Install rising bollards for residents like in Bishophill.	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
111	Use a rising bollard on Lowther street to allow emergency services through.	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
125, 130	Rising bollards for residents	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
24	Mark out the parking bays individually.	This could be considered in some locations however it may lead to a reduction in parking spaces.

10, 36	Remove the parking meters.	This could be considered.
19	Only small car parking	This cannot be done
5	Restrict parking to vehicles the width of the houses. Provide designated safe spaces for larger vehicles outside the Groves.	This cannot be done.
130	Make 2/3 of parking bays for residents only	Most already are.
128	More parking wardens needed	View noted
7, 132	Consider closing off St. John Crescent.	Alternative arrangements will be considered in this location
43, 57	Concerned about knock on consequences on St. John St. and Monkgate	Alternative arrangements will be considered in this location
44	The cycle route down St. John street would no longer be possible.	Alternative arrangements will be considered in this location
44, 100, 102, 108	Potential for Penley Grove St / St John St to become a through route.	Alternative arrangements will be considered in this location
67	Keep St John St 2 way	Alternative arrangements will be considered in this location
8, 78	The Penley Grove Street bollards will be in front of 2 listed buildings. Is this appropriate?	Noted. The position / design can be re-considered
7, 9, 14, 67	Make Penley Grove St. 2 way.	This can be considered at the Monkgate end.
44, 51, 122, 132	St John Street is too narrow	View noted
44	St. John St / car park entrance can be very congested especially at school times	View noted
44	A yellow box would be needed on Lord Mayor's Walk to turn right.	This is not considered necessary at this stage
44	Cars are often damaged on	Report noted

	St. John Street	
44	The risk of an accident is greatly increased in St John Street	View noted
44	Suggests allocating parking for St john St residents in the car park	It is the vehicle owners responsibility to find / provide suitable parking
12	29 – 35 Penley Grove Street front and garages in different zones. Could the closure point be relocated?	This can be considered
11, 31	Move Earle Street closure round the corner. Potential for green space and charging points	This can be considered
37, 84, 85, 90	Would like one way streets making two way for cyclists	This can be considered
60	Make Markham St one way in the opposite direction – easier than using Townend Street.	This can be reviewed
62, 106	There will no longer be a need for a no entry at the end of Markham Street	This can be reviewed
92	Reverse one way direction of Markham Street	This can be reviewed
75	Can the Neville St/ Terr. Bollard be removed	This can be reviewed
94	Would not make Brownlow Street one way.	This can be reviewed
94	Remove the no entry at top of Park Grove	This can be reviewed
49	Make St John St left turn out only	This restriction would not be a well respected.
23	Ban the left turn into Penley Grove Street	This restriction would not be a well respected.
125	Need width restrictions on Lowther St and Townend St	This restriction would not be a well respected.
39	No right turn at the end of Lowther Street	This restriction would not be a well respected.
87, 93	Make Park Grove one way	This could be considered.
123	Consider making Lowther street 2 way so not everything	This can be considered at the Huntington Road end

	has to use Park Grove	
13	Would like Lowther street to remain open	View noted
132	Consider closing both roads at the / towards the Clarence Street end.	This is not a practical option.
53, 56	20mph should also be introduced	It is already in place
67	New traffic lights at PGS / Monkgate	These are not required now or as part of this project
67	New traffic lights at Lowther St / Huntington Road	These are not required now or as part of this project
125	Traffic lights at Lowther Street / Huntington Road	These are not required now or as part of this project.
15	Educate parents to not use cars to take kids to school.	This is unlikely to be achievable
59	Could the closures be decorated or planted up.	This could be considered
122	Would like more effective traffic calming and policing of parking	The reduction in through traffic should achieve these aims to some extent
133	Needs another residents meeting but not a drop in.	Noted

Statements, Concerns and Questions

ID	Comment	Officer Response
1	Removing traffic will reduce pollution related illnesses	View noted
1	This will help with climate change	View noted
16	Makes it more of a community	View noted
73	Like the idea of better community cohesion	View noted
80	Only support if rising bollards are used.	Noted
58	The 18 month experiment may be too long	18 months is the maximum.
6, 51	HGVs may be too wide for St John Street	It is narrow but large vehicles are able to travel along the street.
118	Unable to say how many vehicles will use St John Street. Will create a health noise and danger hazard for crossing the road. Rubbish plan and consultation.	A revision to the scheme can be considered
119	Already very difficult to park in St John St due to through traffic and this will make it worse.	A revision to the scheme can be considered
119	More cars will have to use St John St and HGVs will be a problem	A revision to the scheme can be considered
29	Long detour to the hospital.	Some journeys will be longer
46	This will be detrimental to traffic flow in the area.	Some journeys will be longer
54	Concerned Earle Street closure will make journeys longer because that's their preferred route to Haxby Rd.	Some journeys will be longer
65	Will result in very inefficient journeys.	Some journeys will be longer
66	Inconvenience to local residents and access to hospital	Some journeys will be longer

71	No access to Clifton Moor direction from Brownlow Street	Correct
74	Barriers will make it more awkward for residents to get in and out of the area	Correct
75	Longer journey to the hospital	Correct
80	Much longer route to Clifton Moor area	Correct
89	Has mobility difficulties and it will be more difficult to attend clinics due to the longer journey	Some journeys will be longer
91, 99	Longer journeys for residents, charity's, etc.	Some journeys will be longer
105	The Earle Street closure will make regular journey longer	Some journeys will be longer
110	Longer journeys to and from the hospital	Some journeys will be longer
122	Seems to make everyone's journey longer and more dangerous	Some journeys will be longer
115	Not enough parking and may have to make a long journey to other side to find a space	There may be occasional difficulties
125	Journey times will increase	Some journeys will be longer
126	Increased journey time and length from the west side to the supermarkets and adds to the discomfort of the disabled and elderly	Some journeys will be longer
26	Just moves traffic from one area to another	Through traffic is being directed onto the main road network rather than through residential streets
32, 45	Will cause too much traffic and pollution on surrounding roads	Through traffic is being directed onto the main road network rather than through residential streets
34, 48	Wiggington / Haxby and Huntington Roads are already	Through traffic is being directed onto the main road

	very busy	network rather than through residential streets
39	Don't think Lord mayor's Walk will be able to cope.	Through traffic is being directed onto the main road network rather than through residential streets
50, 128	Main road network is already congested and this will make it worse	Through traffic is being directed onto the main road network rather than through residential streets
57	Pollution is not being addressed it is just being moved.	Through traffic is being directed onto the main road network rather than through residential streets
58	Pollution may be increased due to longer journeys.	Through traffic is being directed onto the main road network rather than through residential streets
66	Increased traffic on already busy roads	Through traffic is being directed onto the main road network rather than through residential streets
91, 99, 122	Main Roads already busy	Through traffic is being directed onto the main road network rather than through residential streets
119	St John St – noise and pollution is already a problem. You are just moving it.	Through traffic is being directed onto the main road network rather than through residential streets
73	More traffic on Huntington Road will make it more dangerous to cross	Through traffic is being directed onto the main road network rather than through residential streets
73	More traffic on Haxby Road will make it more dangerous to cross	Through traffic is being directed onto the main road network rather than through residential streets
36	Traffic impact on Haxby Rd / Wigginton Rd junction needs to be considered	It will be
47	Large delivery vehicles will	There will be a route to and

	not be able to service the shops	from the shops
85	Needs to be access for emergency services and bin lorries	There is
71	No HGV access to Brownlow Street	Large vehicles will still be able to use Brownlow St
71	No emergency access to Brownlow Street	Emergency access will be retained.
115	Brownlow St too narrow	This will be assessed.
51	The majority of roads in this area are too narrow.	View noted
34	Will cause difficulty and confusion to people around the Groves and unlikely to improve health.	View noted
76	Concerned about the potential increase in use of Grove Terrace Lane by through traffic	This is not thought likely
73	More traffic will come through Park Grove	This may occur during peak hours
35	Expect more cars will go the wrong way on Markham Street rather than queue in Townend Street	This may happen.
104	Accessing eastern end of Lowther St will be difficult for deliveries and emergency services	View noted
105	The through traffic problem is on only 2 streets	Correct but the whole area is being considered
91	There will be increased traffic on Eldon Street	This is unlikely to be significant
26, 32	How will emergency vehicles access properties	Via the access routes in and out of the area
26, 60	How will delivery vehicles get in and out to properties	Via the access routes in and out of the area
26, 32	What happens when there are road works or an accident on the main roads	Traffic will be kept to the main road network
39, 61	Will the bollards be removable	The design has not been

	/ rising for emergency services	finalised
41	Will closures reduce police response times	This can be discussed with the Police
27, 30	Closing Lowther Street will badly affect my business	View noted
45	Local businesses will lose out.	View noted
120	This will be death knell for local businesses.	View noted
122	Shops may lose business from through traffic	View noted
98	Concerned clients will not be able to access services at Door 84	Access will be maintained at all times
113	Considers the proposal will very badly affect their business in Penley Grove Street	View noted
96	Funeral directors. Additional journey times may result in upset for bereaved families.	Noted
115	No cycle lanes created	This is being reviewed
68, 80	Cyclist are being forced to use Monkgate, the roundabout then Park Grove which is dangerous.	The cycle route through the area is being considered
99	Cycling is not accessible to all.	This is understood
122	will cyclist be able to go 2 way in one way streets	This is being reviewed
51	Concerned about cyclists needing to go in the opposite direction to the one ways	This is being reviewed
41	Merging the parking zones might cause problems. May be split into 2 zones.	View noted
78	Unification of parking zones is important	View noted
47	There are not enough parking spaces already how will reducing the number help.	Some loss of parking is unavoidable
91	Concerned about the loss of	Some loss of parking is

	parking on March Street	unavoidable
70	Visibility exiting Lowther Street is poor due to parked vehicles	There are no plans to remove parking in this location.
72	Exit from Grove Terrace very dangerous due to parked vehicles	There are no plans to remove parking in this location.
80	Increases risk of being blocked in by inconsiderate parking	View noted
73	How will school coaches manage	This will be reviewed
39	Are turning places or other system planned for parents to the school	No
109	Abuse of the no entry at Neville Terrace / Brownlow St is an problem	This proposal may improve compliance
122	Will this stop motorbikes	It is unlikely there will be high compliance
122	What safety assessment has been done at SJS/LMW junction	No changes in layout are proposed here
50	Why are there no speed humps near the shops.	By removing through traffic there will be less speeding
50	Why is there no 20mph limit on Lowther Street at the school.	There is a 20mph speed limit in this location
53, 56	Concerned about air pollution	Noted
124	Congestion and pollution will get worse.	View noted
64	This will increase pollution whereas traffic lights at the Lowther St / Huntington Rd junction will reduce pollution.	View noted
66	More pollution near historic city walls	View noted
51	Would like clear aims and objectives around pollution reduction and traffic issues and how these will be monitored.	The objectives of the scheme will be set out

122	Unclear what the problem is to be solved.	The objectives of the scheme will be set out
122	No evidence data has been put forward	This is not a numerical evidence driven proposal
61	Front and rear of property will be in different zones	Noted
86	The bollard is in-between the front and rear of their property	Noted
80	If the Foss floods residents will be trapped in the area.	The flood plan may have to be revised
82	Get traffic further out of York	This proposal may encourage some driver to re-route further out
79	Penley Grove St and Lowther St are used by buses when Lord Mayors Walk closed.	This would not be possible in future
47	There is no enforcement of the 20mph or 7.5t weight restriction.	Only the police are able to take enforcement action
120	Expect death rate at Clarence / Lowther / Haxby / Wigginton to increase.	There doesn't appear to be any reason for this
124	It's not safe on a bike due to the amount of cars	View noted
41	Concerned about social areas attracting use for undesirable purposes.	View noted
122	Less traffic may lead to more anti-social behaviour	View noted
88	Benches removed to reduce anti-social behaviour. Now want more people out on the street again.	View noted
105	The flow of traffic at night make personal safety more reassuring.	View noted
105	The leaflet pictures give a misleading view of how the street may look.	Noted
40	If successful how would investing in more greenery be planned	This could form part of a future project

107	Would like to be involved with the beautification of the area	Noted
122, 124, 133	Little consultation has been carried out	View noted
122	Traffic levels are not a problem.	This view is not supported by all residents
47, 48, 50	Do not support the proposal	Noted
69	Regularly have missed bin collections and this will make access even worse	Discussions will take place with refuse collection
122	Is the money being well spent	This is for the elected members to decide
133	How will residents be able to provide feedback during the trial	If the experiment goes ahead details of how to make representations will be issued.

Outside Scope of Project

ID	Comment	Officer Response
2	Get everything on Park and Ride	This is outside the scope of this project
3	Discourage city centre parking	This is outside the scope of this project
17	Free transport for York residents and congestion charge for everyone else.	This is outside the scope of this project
18	Make Huntington Road part of R25	Huntington Road parking is outside the scope of this project
25	Introduce congestion charge across the city	This is outside the scope of this project
28	With more traffic on Huntington Road the VAS should be put back	This is outside the scope of this project
33	Expand the park and Ride and make all streets near the city centre residents only parking	This is outside the scope of this project
38	Make Dennison St and Gladstone street a one way system	This is outside the scope of this project.
41	Currently problems with school parents parking on yellow lines in passing places. Can school consider limiting entry to the school to limit the duration of blocking traffic.	This is outside the scope of this project
45	Not enough crossing points on Huntington Road.	This is outside the scope of this project
46	Parking by parents to park grove school is a massive issue that needs to be addressed.	This is outside the scope of this project
49	Make Clarence Street car/coach park left turn out only	This is outside the scope of this project
49	Prevent large vehicles (plus Hazchem) using Clarence Street/LMW/Monkgate	This is not achievable

53	Make more green spaces	This could be considered at a later date but is outside the scope of this project
66	No thought to improvements to bus and train services first (eg reopen Haxby Station)	This is outside the scope of this project
77	Can the car park be turned into a green area	This is outside the scope of this project
95	Would like Keep clear at the Monkgate / Agar St junction	This is outside the scope of this project
95	Improved pedestrian crossing facilities needed at Monkgate roundabout	This is outside the scope of this project
117	Blue badge holder and would like to be able to cycle in t city centre	This is outside the scope of this project
128	Sort out the hospital car park	The city council cannot compel the Hospital to make changes to its parking arrangements
128	Make people use the car park or the hospital bus	This is not something the city council is able to do
20	1 parking permit per house	This is outside the scope of this project
129	Also want residents to park for free outside their homes	This is outside the scope of this project
53	Introduce electric charge points	This could be considered at a later date but is outside the scope of this project
82	Free transport to city centre	This is outside the scope of this project

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Comments by e-mail

Ref.	Comments	Officer response
1	<p>The route from Brownlow St to Clifton Moor will be more difficult.</p> <p>What is the suggestion for emergency ambulance route to Brownlow street from the hospital?</p> <p>What is the HGV delivery route to Brownlow street as access around the corner of Park Grove and Brownlow would be impossible.</p>	<p>Residents journeys will in some instances be longer.</p> <p>This will be investigated.</p>
2	<p>I am in favour of the reduction of traffic past the playing fields and the aim to reduce the use of the groves as a cut-through from Haxby road to Huntington road.</p> <p>This proposed scheme will cut the Groves in half for the residents. Please have the barriers in the current locations but as no entry signs not concrete bollards to allow for permit holders to commute to either Clifton moor or Layerthorpe through the imposed restriction.</p> <p>Also, I have to pay £370 to park our cars outside our own house. The scheme proposes to reduce the spaces by at least 30% in my area.</p> <p>2 other points: 1) All HGV access to Brownlow street delivery would be via Park Grove where the physical gap is not possible? 2) Same as above but for Fire engines and emergency access.</p>	<p>Noted.</p> <p>These restrictions do not work.</p> <p>There will be a loss of a small number of parking bays.</p> <p>This will be investigated,</p>
3	<p>As a resident on Lowther Street these plans cut off access to the on street parking from Lowther Street and will require a detour through even more built up areas. The plans are supposed to cut down on air pollution and number of vehicles yet the plans suggest that even more traffic will be filtering through streets that never saw it and will increase air pollution by lengthening time in cars by going down narrow streets.</p> <p>A proposed solution to the problems would be to put a zebra crossing near the spar shop at Lowther and another near the school.</p>	<p>Residents journeys will in some instances be longer.</p> <p>Zebra crossings would not achieve the aims of the proposals,</p>
4	<p>I park on Penley's Grove Street (outside the side of Helmsley House) and wonder how/if I'll be able to drive down that piece of one-way street to do so during the trial.</p> <p>Will Lowther St and Penley's Grove Street /Townend St stop being one way</p>	<p>All properties will be accessible.</p> <p>Only where necessary.</p>

5	<p>I think this is a very very bad idea by closing Lowther st</p> <p>1-it's going to be big traffic from the hospital towards Central which there is already traffic now</p> <p>2-going to affect peoples life because going to be big traffic from Wigginton Road For all them people live in Clifton Moor</p> <p>3-effect on the shops on Lowther St. We are from 6 Mansfield house Lowther St All our customers are coming by cars from other place in York. By doing that we absolutely get bankrupt And I spoke to all other shop owners They are absolutely against this as well We all get a solicitor we take this case to the court We are absolutely against this decision And nobody spoke to us about this</p>	<p>Additional traffic on the main roads is anticipated.</p> <p>The removal of through traffic does not automatically lead to a reduction in business.</p>
6	<p>Your stated aim is to improve air quality in The Groves by closing roads in this area to through traffic. This will increase traffic congestion on Haxby Road, Wigginton Road and Clarence Street; all of which are main arterial routes in and out of the city which already suffer traffic congestion.</p> <p>Haxby Road often has standing traffic which can sometimes extend from the Wigginton Rd junction to Rose Street. The air pollution outside my house is such that I can 'taste' the traffic fumes.</p> <p>I believe that City of York council have a duty of care to me and my neighbours not to exacerbate this situation. If indeed the effect of these road closures is to increase traffic congestion and air pollution on Haxby Road then surely CofYC will have demonstrated a blatant disregard for residents of these main road properties.</p> <p>You describe the impending road closures as an experiment. An experiment must have criteria for success or failure. Only by comparing objective (measured) evidence before, during and after the trial period can you determine its success or failure.</p> <p>I have to assume you have already agreed all this beforehand and have a plan to measure the impact of this trial on traffic flow and air quality both within the Groves and on the surrounding arterial routes.</p> <p>Could I request, therefore, that you provide me with details of your criteria for success or failure and the precise monitoring methods you will use to measure against these criteria?</p> <p>I would like you to quantify what level of increase in traffic congestion and air pollution on these roads you are prepared to accept before you declare the trial to be a failure.</p>	<p>Additional traffic on the main roads, where it should already be, is anticipated.</p> <p>See main body of report.</p>
7	<p>Could you confirm that a computer model using current vehicle movements has been used to come to these conclusions?</p>	<p>Some modelling work has been carried out.</p>

	<p>I know that the vast majority of non-residential traffic through this street is from Penley Grove St to Lord Mayors Walk. Blocking Penley Grove Street, will only exacerbate this situation especially when all the other routes have been blocked unless:</p> <p>a) the "Access Only" route is properly policed again or, b). some form of residents-only access from St Johns Crescent to St John Street is also introduced (raising bollards).</p> <p>There have been serious accidents in St John Street in the past from vehicles trying to beat the lights, resulting in one death. I am concerned that the plans may result in more danger to residents.</p>	A revised proposal has been put forward.
8	<p>I'd just like to say that I think this is a brilliant start to a much needed change in the area. We live on Emerald Street and frequently walk out with our young children in the area and would welcome the closures.</p> <p>Whilst the closures are interesting, im more interested in the images on how the street could look. My question is after the 18 month trial how do you plan to evaluate the scheme and then if successful what would the permanent plan be? How the area would then welcome new shops, green spaces, outdoor seating and a community feel is the next thing that would be important. A Bishy Road equivalent would be brilliant.</p>	It is too early to say with a high degree of confidence how permanent measures might look.
9	<p>We live down George Court Penley Grove and sometimes my husband has to bring his van home. Would he still be able to get around these roads. Is Penley still one way?</p>	Yes. 2 way is being considered.
10	<p>I fully support these proposals. Motor vehicles have degraded our community. The front cover of your leaflet depicting Lowther St with village character is inspiring and at present hard to imagine.</p>	Noted.
11	<p>I live on the Groves. This will kill the shops. Your illustration could not be further from reality. Very sad badly thought through.</p> <p>All the cars will sit for longer round the Groves adding to the poor air quality.</p>	<p>See comment on businesses above.</p> <p>There should be much less traffic overall.</p>
12	<p>A resident on Fern Street.</p> <p>I feel that we are being blocked in by losing the access along March Street between Penleys Grove and Lowther Street and Townend Street - a route to get access on to Huntington Road/Wigginton Road to get out towards the ring road.</p> <p>Closing the junction at Penley Grove Street will send more traffic down St John Street</p> <p>Many delivery drivers aren't willing/able to get up and down St Johns Street to access our streets due to the narrow road. We always advise deliveries to enter/exit via Penleys Grove Street.</p>	<p>Residents journeys will in some instances be longer.</p> <p>A revised plan is being considered.</p> <p>Noted.</p>

	<p>I believe it would add at least a further 20 minutes during busier periods to exit from St John Street to reach Huntington Road direction.</p> <p>The junction at the top of St Johns Street and High Newbiggan Street it is difficult to exit with cars queuing blocking the road into the car park/in front of St John Street/Lord Mayors Walk.</p> <p>At the access point on to St John Street from Lord Mayors Walk it already states this a resident access only. Would it be possible to look at ways to police this with some form of reg plate system in place/fines That way only residents would be utilising these cut throughs to exit the Groves.</p>	<p>This can't legally be achieved.</p>
13	<p>Brownlow Street resident.</p> <p>my concerns are:-</p> <ul style="list-style-type: none"> • parking space options reduced. It is more difficult to get parked in the R25 area, too many permits are issued, cars are parked in back lanes and on areas that no restrictions exist. The number of permits issued for students houses and the number of issued permits needs to be reviewed. • Road closures :- Any traffic coming from Markham Street/Eldon Street into Neville will have to turn around to get out • Earl Street closure, this would see a reduction in traffic and needs to be in place as soon as possible, but again parking options would reduce. • The closure on Penlys Grove Street with St John Street does make sense, however to make a small section two way makes no sense, but Penlys Grove Street could become two way, because there would be no access from Monkgate to Clarence Street, and vice versa. • The closure across Neville Terrace, just before Brownlow Street, which would mean ALL traffic coming up Park Grove would need to go along Brownlow Street, and then down to the bottom of Lowther Street, it would mean motorists going around in circles the same applies to motorists coming down Markham Street, down Eldon Street and then along Abbot St and up Penlys Groves Street • The closure of Lowther Street/ Brownlow Street 	<p>There are expected to be a small reduction in on street parking. There are no plans to reduce the number of permits for residents.</p> <p>This will be reviewed during the experiment.</p> <p>Noted.</p> <p>This area is being reconsidered.</p> <p>There should be an overall reduction in vehicles in the area.</p> <p>See comment above.</p>

	<p>would be great but again motorists coming down Lowther Street would need to go down Abbot Street and Back onto Penlys Grove Street, again going around in circles. Unless you reside, and you need to go down Lowther Street, great for residents especially at peak times as traffic queues would no longer exist, well not in Lowther Streets junction with Huntington Road.</p> <p>One way streets, proposal, which would make Brownlow Street one way, and this only makes sense if Park Grove Becomes one way, or at least from the Emerald Street. Making St John Street one way makes no sense whatsoever, as this would be used mainly by residents and to restrict access from Lord Mayors Walk would add to residents journeys.</p>	Noted.
14	I just wonder if you could supply some information from the meeting that took place at Park Grove School on Monday 17th Feb 2020 regarding the traffic proposals street closures and one way systems that are going to be trialled in the Groves for the next 18 months.	
15	I live on Clarence Street. The lack of communication is truly appalling. I 100% oppose this trial - all the benefits that the Groves may benefit from will be at my detriment. On Clarence Street, the number of vehicles will increase, the air quality will deteriorate, the speed of traffic will reduce and road safety will worsen. This will have a major impact on my life and I would like to register my opposition to it.	See previous comments.
16	<p>I hope you are not going to close Penley's Grove Street. It is a very popular route and many cars are using it. It is the best way to reach my home like for many people as well. I need a car to visit my daughter or to do shopping in a bigger shopping centres, etc. Next year I will need to go to her to look after my grandchild full day. I cannot afford to waste my time on buses since she is leaving her home at 7 am.</p> <p>Speed is low in the Groves.</p> <p>I think the Groves is too small for cycling. I am scared of cyclists in our area. Usually people are walking. Walking conditions are very good. Cars are not rivals for pedestrians. It would be nice to see more police officers.</p>	<p>Residents and their visitors journeys will in some instances be longer.</p> <p>This view is not shared by everyone. Noted.</p>
17	<p>Since this is an 18 month trial, I assume no dedicated cycle lanes are to be painted.</p> <p>The "Cafe culture" envisaged on the front is farcical, the</p>	<p>None are planned.</p> <p>View noted.</p>

	<p>vast majority of cyclists do not reduce speed when approaching pedestrians or possess audible devices. Therefore, without a physical separation much antagonism and possible accidents will ensue.</p> <p>If the object of the scheme is to reduce congestion and improve air condition how is this to be achieved? The one place you need better air quality is Park Groves school as more than 50% of parents drop off and pick up their children by car.</p> <p>Blocking off the roads at Earl St. and Park Grove is only going to mean more U turns resulting in more congestion and more pollution!</p>	<p>The object of the proposal is to remove through traffic.</p>
18	<p>I live off Gillygate.</p> <p>Traffic restriction measures have taken place in York to cut out 'through traffic'. Closing Muncastergate, Fountayne Street etc. have all added to the weight of traffic through the Groves. The plans to extend these restrictions to Penley's Grove Street and Lowther Street are the latest example.</p> <p>The plans don't solve the problem: all that happens is that they move it somewhere else. Gillygate is one of the, most polluted streets in Yorkshire. Why do you find the inevitable increase the incidence of pollution the Groves Plan will bring to this area to be acceptable? The pollution in Gillygate is enough to make one retch some days. The Groves plan is very likely to increase it. Don't pollute where I live any further.</p> <p>It's all very well closing streets, but what alternatives will you offer? There aren't buses or trains and as so many expensive cycle routes continue to be bereft of users, it's obvious people aren't going to suddenly get the bicycle clips out this time.</p> <p>There's a weather station in Gillygate. Please record pollution levels before the Groves Plan goes into operation, and measure it again in the months afterwards. And publish the results.</p>	<p>View noted.</p> <p>Through traffic should be on the main road network rather than narrow residential streets.</p> <p>View noted.</p> <p>The proposal is not linked to a wider pollution reduction plan.</p>
19	<ol style="list-style-type: none"> 1. Emergency service access. this could add precious time and delay their journeys to certain locations in the Groves. 2. adding time to journeys will certainly apply to residents. To head towards Foss Island from Markham Street will now take 5-10mins longer depending on the traffic. 3. I think you're overestimating the ability of surrounding roads to deal with the increased traffic. 	<p>Some journey times will be longer.</p> <p>Residents journeys will in some instances be longer.</p> <p>Noted.</p>

	<p>4. I also think March Street is going to see a great deal more cars on it.</p> <p>5. An 'up to 18 month' trial seems excessive. I sincerely hope they'll be flexibility to make changes earlier than that</p> <p>6. I am all for ideas to get cars off the road. Addressing climate change and pollution levels is our greatest challenge as a society going forward. However, this scheme is just redirecting cars, making other roads busier and creating issues elsewhere for others. In my opinion the traffic that cuts through the Groves is not excessive, and people do not drive fast.</p>	<p>Overall there should be a reduction in vehicles.</p> <p>Changes can be made during the 18 months.</p> <p>This scheme is aimed at reducing through traffic in the residential area.</p>
20	<p>I understand one of the main reasons for doing this trial is to reduce the pollution levels at Park Grove School. Could you please confirm what readings you have taken at the school and what will be deemed to be a successful reduction in levels there. Could you also confirm that you have taken readings at St Wilfrid's and will be monitoring that site for any potential increases.</p> <p>I'm not sure what traffic flow analysis has been completed, please could this information be shared, and furthermore could the success criteria be shared for what the change in traffic flows is looking to achieve. Could you confirm what would have to happen to change or abort the trial at any stage once it's implemented.</p>	<p>This is not the main aim.</p> <p>No pollution monitoring is planned.</p> <p>This was I the first report.</p> <p>Success criteria is covered in the main body of the report.</p>
21	<p>1) Remove the existing bollard between Neville Street and Neville Terrace.</p> <p>2) Sort out the horrible mess of signage and kerb at the bottom of Markham Street.</p> <p>A redesigned Markham Street/Eldon Street exit would help eliminate this.</p> <p>3) Allow two way cycling throughout the Groves area.</p> <p>4) Paving. Assuming the trial is a success, and I hope it is, I would really like to see more paving rather than tarmac.</p>	<p>This will be considered.</p> <p>This can be considered.</p> <p>This can be considered.</p> <p>Noted.</p>
22	<p>There's a planned road closure on Earle Street. This cuts off direct access to Haxby Road. A drive that I make multiple times a day as I work on Clifton Moor and drive there and back twice a day.</p> <p>I can't imagine many residents are going to be happy on either side of the divide now that their access is going to be cut in half, necessitating a five to ten minute detour for every single trip. If you're trying to reduce emissions, you are in fact increasing it.</p>	<p>Residents journeys will in some instances be longer.</p>
23	<p>I support trying to make the groves car free but am worried about it.</p> <p>Lowther St and Penleys Grove St are used as a cut through between haxby Road and Huntington Rd as you are aware. The letter said that you think the roads around</p>	<p>Noted.</p>

	can support the added traffic but I'm not so sure. I don't have solutions but I really don't think the alternate routes suggested can take the extra traffic	
24	I'm a carer for a friend who lives on Dudley Mews. Please could you advise which roads you are closing as I need to know which way round to go to get to my friends address	This will be done.
25	We are very much in favour of the traffic calming proposals, however the current proposed location for the Penleys Grove Street blockage needs re-thinking. 29 and 31 Penleys Grove Street are grade 2 listed properties it would be a tragedy to tarnish the look of these attractive houses with a concrete bollard outside. I think it would be much more sensible to move the bollard further down Penleys Grove Street.	This is being revised.
26	<p>A resident of St John Street</p> <p>The communication strategy of the council in my view has been very poor with the initial meeting held to discuss this project with the community on a working day at 2pm. The drop in meeting held on the 17th Feb 20. We learnt the council intends to divert traffic up St Johns Crescent and St Johns Street. When your representative was asked a simple project planning question he was unable to confirm the following:</p> <ul style="list-style-type: none"> - The number of cars that use St Johns at present and the volume by which the numbers would increase, - The number of households that would be forced to use St Johns Street as their exit route and therefore the impact on traffic volumes - Nor do the council know how this change will impact air pollution in the street! - Nor do the council know how this change may impact parking in the street! <p>In the GREEN LIGHT newspaper Feb 2020 an article from Councillor Craghill makes it clear this trial is a done deal - on the 17th we were informed the plan was still at the consultation stage?</p> <p>In addition Councillor Craghill states she wants no unintended consequences - what does this mean? Clearly we have outlined the consequences of this plan for St Johns street - am i to assume the consequences are therefore intended?</p>	<p>Noted.</p> <p>There is a revised proposal for the St. John Street area and there are uncertainties hence the experiment.</p> <p>Not aware of this and unable to comment.</p>
27	I am strongly in favour of the proposal for the trial road closure. I have experienced the adverse effects of the current road layout which has inadvertently encouraged large numbers of vehicles to use the neighbourhood as a rat run. Although the narrow road has a 20 mph speed limit, the majority of vehicles travel at over 30 mph and	Noted.

	<p>rarely give way to pedestrians seeking to cross the road. We are regularly subjected to aggressive driving, with vehicles mounting the pavement rather than wait whilst I cross the road with my children or park the car outside my house.</p> <p>I have seen how streets such as Fountayne Street and St Johns Street have improved dramatically with the installation of access restrictions.</p>	
28	<p>Read in the press that you were planning to close penleys grove Street to traffic, so attended the meeting at park grove school to see the plans, but they showed the closure to be after the st John's crescent turning, still allowing traffic to enter st John's crescent/street! Last night's press said you are going to stop traffic entering st John street from penleys grove Street! I would like to know how? We do not want St John street return to the rat run it used to be before it was made access only!</p>	<p>The proposals for this area have been revised.</p>
29	<p>I am writing to support the plans for the Experiment.</p> <p>I use the cycle route through the Groves many times each week, and occasional shop at the Spar shop.</p> <p>My suggestion that would be helpful for cyclists is to increase the number of signposts which show the best ways of travelling through the Groves. And you could have a specific map for cyclists in the area.</p>	<p>Noted.</p>
30	<p>I am a Groves resident.</p> <p>I am confused that a plan to further isolate us is being marketed as a 'regeneration'. 'Gentrification' would seem a far more appropriate term. I fail to see how cutting off the area is going to breath life in the community. The artist's impression of a pedestrianised Lowther Street is very optimistic in showing all the shops there still doing business. I also noticed that it's claimed in the marketing that the area is cut in half by traffic, which isn't something I had noticed, and this is considered a bad thing, however the proposed road closures divides the area between the more up market houses in the St. John's st/Penley Grove st area and. those of us in the council housing.</p> <p>Concerned about access to my flat. I rely on delivery for items and deliveries by truck or large van will not be easy or even possible. How are the Londis and the shops on Lowther street to get stock?</p>	<p>The main aim of the proposals is to remove through traffic whilst still enabling access and deliveries to properties.</p>
31	<p>I request a response to all of the questions/statements below please:</p>	

	<p>Consultation and implementation</p> <ol style="list-style-type: none"> 1. How has this consultation been conducted? <ol style="list-style-type: none"> a. How many residents are there in the Groves? b. How many residents were consulted? c. How were they consulted? d. Why weren't all residents invited to the consultation events – these were clearly not widely publicised. Putting notices up on local noticeboards is not acceptable if not all residents pass them/look at them. e. Some residents only became aware when this was published in the Press in October 2019 and more only found out when the leaflet was distributed recently. f. All residents should be given a vote on the proposals 2. At the council meeting in October Andy D'Agorne suggested that the additional road closures, i.e. Earle Street would not necessarily be implemented immediately and that the impact of the primary road closures would be monitored before doing this – has this now changed? 3. At the meeting in October it was reported that this would only be implemented once further consultation had taken place, why is this only happening now, weeks before the work is due to start? 4. Implementation was planned for April due to other road works taking place and the potential impact this would have on roads that are expected to absorb the traffic – road works frequently take place, how will these routes cope then? 5. The leaflet refers to creating turning points at the closed off roads – how will this be achieved? – removing car park spaces and reducing already limited parking? 6. How will delivery trucks, bin trucks and emergency vehicles be able to turn in the limited space available? 7. The leaflet states that the traffic will be directed to other bigger roads – these roads are already congested, the report (appendix B – scenario 3) stated that there would be an increase: <p>AM:</p> <ol style="list-style-type: none"> a. 148% increase in traffic turning left from Clarence Street to Lord Mayors Walk b. 97% increase on the straight-ahead movement from Wigginton Road to Haxby Road 	<p>Consultation is covered in the main body of the report.</p> <p>The current proposal is for all the closures to be put in at the start of the experiment.</p> <p>Consultation will be ongoing for up to 18 months if the proposal goes ahead.</p> <p>If the closures had already been in place the works may have had to be carried out differently.</p> <p>There will be a small loss of parking spaces.</p> <p>Reversing in some cases as is done elsewhere already. Through traffic is more appropriate for the main road network rather than narrow residential streets.</p>
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	<p>c. Right turn from Monkgate to Foss Bank increase of 148%</p> <p>d. 59% increase in traffic turning left from Lord Mayor's Walk to Monkgate</p> <p>PM:</p> <p>a. 134% increase in traffic turning left from Clarence Street to Lord Mayors Walk</p> <p>b. 140% increase on the straight-ahead movement from Wigginton Road to Haxby Road</p> <p>c. Right turn from Monkgate to Foss Bank increase of 171%</p> <p>d. Figures not provided for increase in traffic turning left from Lord Mayor's Walk to Monkgate</p> <p>Report stated: Subject to discussions with CoYC officers, it may be necessary to undertake some junction assessments to assess in detail the operational impact of one of more of the scenarios on the existing junctions.</p> <p>8. Why is there no concern for residents surrounding the Groves and the impact the increased traffic will have on them and their quality of life and the increase in air pollution?</p> <p>9. Safety in the Groves – at night it feels unsafe to walk through the Groves, however the gradual flow of cars coming through on an evening is currently reassuring, safety is likely to decrease with the implementation of a closed area – how will this be managed?</p> <p>10. Have ambulance/emergency vehicle drivers/dispatchers been made aware – what are their thoughts on this?</p> <p>11. How will the implementation be managed?</p> <p>a. Initially this will cause chaos as drivers will be unaware when entering the Groves that they can't get through!</p> <p>b. It is already difficult to navigate the Groves and signage through the Groves is already poor – how will this be managed?</p> <p>12. How will the situation be monitored throughout the next 18 months? And what feedback will residents get?</p> <p>13. Who proposed these changes? How can we be confident that there is not a conflict of interest, i.e. local green councillor Denise Craghill proposing changes and approval provided by Andy D'Agorne? Surely someone independent should be approving/declining?</p>	<p>See comment above.</p> <p>View noted.</p> <p>They will be made aware.</p> <p>There will be signs in advance.</p> <p>Everyone will have the opportunity to make representation on the experiment. Decision makers have to declare any interests during meetings.</p>
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	<p>14. The conservative councillors have voiced concerns – why are these not being listened to?</p> <p>15. Why have the one-way systems not been highlighted in the leaflet?</p> <p>16. All access to Huntington Road is blocked to those living in the west of the Groves – this is not acceptable given the proximity to that side and access required by local residents – why was the decision made to block the road at Earle Street?</p> <p>17. Traffic will be moved to Haxby Road and will be forced past the Haxby Road primary school – why is this not a concern?</p> <p>18. Increased traffic will be forced from the west of the Groves on to Haxby Road forcing a right turn towards Yearsley Crescent – what will be done to make this safer? It is already a busy road with limited visibility to each direction due to parked cars?</p> <p>19. The junction from Haley's Crescent to Huntington road is busy and dangerous, especially when turning right on to Huntington Road, the filter is not always on and limited cars can turn right in the time given – will these lights be changed to allow a better flow of traffic?</p> <p>20. The consultation documents suggest that traffic permit zones will change – what will this look like and how will this be monitored?</p> <p>Arguments proposed for the closures</p> <p>1. Through traffic and congestion has been raised as an argument, I walk through the Groves 4x a day, in the morning, lunch and between 4-6pm, this is only a minor issue at rush hour times, so limited to 1-2 hours max a day – how can this be classed as a major problem?</p> <p style="padding-left: 20px;">a. How has this been assessed?</p> <p>2. Queuing traffic is worse when the School is open and there is barely any during holidays, this suggests that it is mainly parents taking their children to School that are the main cause of traffic on Lowther Street –</p> <p style="padding-left: 20px;">a. do you really expect this traffic to stop?</p> <p style="padding-left: 20px;">b. Have you asked the School to question parents and ask how many drive their children to School?</p> <p style="padding-left: 20px;">c. Why have you not spoken to the School to see if they can discuss how parents transport their children to school</p> <p>3. Air pollution – what are the levels? Is this above what is to be expected?</p>	<p>They will be listened to during the experiment. Was not aware this was a problem. Residents journeys will in some instances be longer.</p> <p>The aim is to remove the through traffic from the minor road network. Drivers have to use their judgement when carrying out any manoeuvre.</p> <p>This can be reviewed.</p> <p>Unsure what this means.</p> <p>This view is not shared by everyone.</p> <p>Overall there will be a reduction in traffic in the area.</p> <p>Not known.</p>
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<p>4. The leaflet refers to road incidents/safety/accidents – how many road accidents has there been in the Groves?</p> <p>a. Why haven't other measures been tried first? E.g. speed bumps, pedestrian crossings?</p> <p>5. Leaflet refers to a divide in the community – as a resident of over 4 years there is no cohesive community, the Groves is predominantly made up students (transient residents, here for a limited time), those in social housing, a considerable amount of people with drug and alcohol issues and finally homeowners.</p> <p>a. The proposed road closures completely cut off the west of the Groves from the rest of the community</p> <p>b. What is going to be done about antisocial behaviour in the Groves which is more of a problem than traffic?</p> <p>6. The leaflet proposes that people will want to be outside more – the area most effected is outside a probation office – is that likely to be appealing?</p> <p>7. Notable quotes from the official report - None of the below points have any substance or evidence to back up the claims – what evidence is there to support these statements?</p> <p>Residents feel that there is a barrier dividing the community which threatens safety both in terms of risk of accidents and poor air quality. It also puts people off getting out and about and meeting up with neighbours - particularly families with children and older people with limited mobility.</p> <ul style="list-style-type: none"> • How many said this? • Not all residents have been consulted, how can these views be truly representative of the Groves? • FEEL does not equal FACT • Do families with children want to socialise outside a probation office? • What is going to be done about antisocial behaviour in the Groves which is more of a problem than traffic? <p>We don't want to stop people from accessing their homes or local shops by car. It's important that we all support local businesses and having access for all is key.</p> <ul style="list-style-type: none"> • The proposals will make the entry and exit of the Groves for most residents convoluted and will increase journey times <p>"Equally we also need to consider safety, particularly as</p>	<p>There will be very few reported injury accidents but that doesn't mean local residents do not have concerns about safety. This message has come from within the community. This proposal does not seek to directly address antisocial behaviour.</p> <p>This message has come from the local community.</p> <p>View noted.</p> <p>These points were drawn from comments made and themes discussed as part of a regeneration project. The proposed experiment is to determine what level of support there is in the whole community for the removal of through traffic.</p>
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	<p>this route is located next to Park Grove Primary School. However, the Groves Regeneration Project has been talking to residents in the area for some time now and a key message that has come out of consultations is that the level of traffic on narrow residential roads through the area has a significant adverse impact on the local community.”</p> <ul style="list-style-type: none"> • Provide evidence of the amount of road accidents in the Groves, particularly near the school • Question parents of the School and ask how many drive their children to School • Why are you not closing Park Grove Road to incoming traffic – as this is the one that predominantly suffers at School drop off and pick up time and is a narrow residential street? <p>Post ‘consultation’ event on the 17th Feb.</p> <ul style="list-style-type: none"> • How are you going to feedback the results of the consultation to residents? A list of the questions asked at the meeting and answers from the Council should be provided to all residents. • Will you have a further meeting to discuss the outcome of this meeting with residents? • How are you going to capture the opinions of this from those that could not attend the meeting? • Why was The York Press provided with an interview on the consultation without residents being communicated to first? • Why were council workers at the consultation told that all residents had been consulted on the plans so far? For information, I think that one of the main sources of anger surrounding this whole debacle is that the Council are continuously and incorrectly claiming that there has been extensive consultation. This is an outrageous lie. Consultation seems to have been limited to those members of the Groves Association, which I only found existed after attending the council meeting in October, and those living in the vicinity of Lowther Street and Penley’s Grove Street. • Have you read the comments on every article that the York Press has published on this so far, (on the Facebook posts and comments underneath their article on their website) they certainly paint a different picture of public opinion to the one that the council leaders are stating – are you going to take this in to account as part of the consultation feedback? 	<p>Access to this report will be available on line.</p> <p>The decision on the experiment will be open to the public. Via the experimental process. Media releases during consultation is common. The purpose of the drop in meeting was to help ensure greater participation in the process.</p> <p>No. The comments section in the York Press does not give a balanced view.</p>
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	<p>During the trial – if it goes ahead</p> <ul style="list-style-type: none"> • How will you ensure that residents have adequate knowledge on how to express their feedback during the trial period? • How will you keep residents updated on throughout the trial? • What measures will be in place to monitor the trail? • All residents should be provided with regular updated via the post and should be constantly provided with information on how they can provide feedback. This should also be extended to residents of the surrounding roads that are expected to absorb the traffic – what is your response to this? 	<p>There will be a leaflet drop outlining how to make representation. It depends on how the experiment progresses. View noted.</p>
32	<p>We are writing this letter to express our concerns over the proposed new traffic measures being implemented in the groves area of York which we feel will adversely affect life in our part of the city. Whilst we commend the ultimate aims of the scheme to improve air quality and life in general by reducing extraneous traffic from the area, we feel the proposals are being poorly implemented as they do not take into account the wider impacts of these changes and there has been a lack of proper consultation with all affected local residents on the impacts of the scheme. Apart from the single meeting we attended at Park Grove school we have found no evidence of local consultation with residents that has been publicised locally.</p> <p>The scheme is set up to stop traffic “rat running” through the groves area, rerouting traffic either up or down Haxby Rd and around Huntington Rd, Monkgate and the already extremely congested Lord Mayors Walk thereby increasing traffic flows and, exacerbating road safety problems and pollution on these already very busy roads. Our concerns are as follows:</p> <ol style="list-style-type: none"> 1. The pollution and air quality on other local street including Lord Mayors Walk, Haxby Road, Monkgate and Huntington Road will be significantly worsened as vehicles will be idling for longer producing more co2 and NOx impacting local people across a wider area, and will have a detrimental effect on the historic city walls. 2. A number of the roads in the area already have accident problems and these will become worse. Huntington Road in particular has a long standing problem with speeding traffic on a busy narrow 	<p>See main body of report on consultation.</p> <p>The aim of the proposals is to remove through traffic from the minor residential streets on to the main road network where it is more appropriate. The additional traffic on the main road is not thought likely to increase highway safety concerns.</p> <p>The purpose of the experiment is to better understand the impact the measures would have before a decision is made on whether to make the measures permanent.</p> <p>Other suggestions such put forward such as opening rail links, rents, parking charges, etc. are outside the scope of this project.</p> <p>If a petition is presented this will form part of the</p>

	<p>main road with children, cyclists and parked vehicles.</p> <ol style="list-style-type: none"> 3. There is no evidence of any detailed traffic studies to assess the impact of different options and the capacity of different roads to accommodate additional vehicles, and what alternatives might have been considered to reduce overall traffic flows in the area. 4. Staff and visitors to York District Hospital have a major impact on traffic flows in the area and this needs a detailed travel plan to reduce the adverse impacts that accessing the hospital create. This also impacts on access for emergency vehicles which we believe will worsen as a result of the proposals. 5. There will a significantly adverse impact on bus service reliability and journey times on Haxby Road and Huntington Road due to increased congestion on these roads. 6. The council should have explored the possibility of reopening the railway lines between the city and the surrounding suburbs of Haxby and Wigginton where the majority of the car traffic through the Groves originates. The railway lines are still there and it would offer a viable alternative for public transport as would extending the operational hours of the line that runs through Poppleton to Harrogate which doesn't run late enough or very frequently. The park and ride buses finish too early and should be extended until midnight. 7. The city centre, which is already seeing many shops closing due to a combination of high rents, business rates set at unrealistic levels and high car parking charges, will decline further due to implementation of this scheme making it difficult for people to come to the city. 8. The existing shops on Lowther st will suffer a serious drop in trade and eventually close due to lack of custom due to access issues. 9. People who rely on carers to visit will be impacted as already time pressured carers will have less time to spend with them as they will be sat in traffic for longer. 	<p>decision making.</p>
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	<p>All these points have really not been addressed with the local community and the council is not taking into account the wider concerns of the residents of the area.</p> <p>Please can you provide us with evidence of the analyses that you have undertaken and the different options you have considered. We would be interested to understand the impacts on road safety for different users, air quality and congestion, as there was none available at the consultation event at Park Grove school.</p> <p>For your information we intend to start a petition to oppose these changes with the local residents, and we would ask you to not beginning implementing any changes until you have provided us with more information on the impacts.</p>	
33	<p>How do residents enter and exit the Groves? I live in Markham St, from the map I assume I can no longer exit via Huntington Rd? Markham St is currently one way, will that be changed so we can turn around or will Lowther St one way be changed so we can turn right at Eldon St?</p> <p>The proposed re direct roads for traffic, Clarence St, Lord Mayors Walk and Monkgate are already congested and the map does not highlight Wigginton Rd and Haxby Rd which also are congested. Those who currently use Penley Grove St (and are needing access to Wigginton Rd) could chose to use Huntington Rd and do a U turn around onto Haxby Rd causing increasing congestion. Additional road pressure is also going to come from the housing development on the Nestle site.</p> <p>My concern is that I have professional visitors such as nurses and carers who have very busy client lists and getting around York is already an issue. Late calls because of traffic has an adverse impact on the client. They are already being impacted by the increasing congestion in the areas I have mentioned above. How will re directing onto your proposed route help?</p>	Residents, their visitors, carers and trades people journeys will in some instances be longer.
34	<p>As a regular church attendee at At Thomas's Church I must protest at the proposal to close Lowther st to through traffic. For 156 years At Ts has served the parish its where we worship our God, its where we send of our dead, and where so many other facilies serving the aged, the disposed <i>etc</i>, <i>I think those proposing this closure will probably bring about the closure of St The</i>, we have struggled over many years to keep this church alive and</p>	People attending the Church and its activities may have to take a different route if travelling by car.

	<i>now have 150 dedicated Christians working out of the church to serve the parish and the grove's, this propa I has the potential to kill us off. I plead with those tasked with agreeing this proposal look at the broader picture and understand the importance of a vibrant welcoming Church in the Grove's</i>	
35	<p>I am writing to you with regard to the proposed new traffic system for the Groves area. I have serious concerns for this proposal.</p> <p>I am concerned that considerably more traffic will be flowing along Lord Mayor's Walk, a road that is already very congested. This will cause a backlog onto St John St, creating pollution in this residential area of York.</p> <p>I live on St John St and am concerned that the only exit will be on to Lord Mayor's Walk.</p> <p>I very much appreciate that there is a lot of through traffic using Penley's Grove St., and this will be forced to use Lord Mayor's Walk.</p> <p>By turning St John St one way, this will stop the cycle route, from Lord Mayor's Walk out of the city, which is well used at the moment.</p> <p>Can I suggest that Penley's Grove Street is blocked at the Londis Shop so that traffic can exit from the Groves area via Abbot Street and Lowther Street onto Huntington Road.</p> <p>This will end any through traffic and enable two way traffic still on St John St.</p> <p>An alternative could be that Penley's Grove street is again blocked as suggested and made two way. This could maintain the cycle route and give two way access to St John St and Penley's Grove Street.</p> <p>I think there needs to be a further meeting with residents of the area, especially as no mention was made in your leaflet about a one way system.</p>	A revised proposal has been put forward.
36	<p>A resident of St John Street.</p> <p>Councillor Craghill, assures me that a follow on meeting will be organised to discuss specific concerns.</p> <p>Whilst I am in favour of reducing traffic in the Groves area, I feel that the plans, as proposed will merely shift the problem to our end of the Groves.</p> <p>The plans as outlined in the session indicate that Penley's Grove Street will be blocked off at the former Groves House, sending traffic down St John Crescent/St John Street.</p>	The pandemic makes further meetings inadvisable. However concerns from residents in this area have resulted in a revised proposal.

	<p>I have the following questions/concerns: -</p> <ol style="list-style-type: none"> 1. Is it proposed that there is signage at Monkgate/Penley's Grove Street to indicate the street is blocked off. 2. Has any consideration been given to making Penley's Grove Street two way, and then whilst I am not in favour of it, St John Street could be made one way, from where it meets Garden Street towards Lord Mayor's Walk. 3. If the street is made one way, could speed bumps be installed to slow down traffic? . 4. St John Street is access only, and has been so, for at least 30 years. The proposals would negate this. 5. The pinch point at the Lord Mayor's Walk end of the street was widened, only last year, to minimise large lorries/van from coming down the street. 6. What will happen when large vehicles come down the street and get stuck?. 7. St John Street is a cycle route ? is it proposed there will be contra flow for cycles, if the street is made one way? 8. There are other consequences of making the street one way ? . 9. St Wilfrid's School entrance is in the car park. Cars queue from the car park into Lord Mayor's Walk twice a day. The length of the queue will most likely increase if the street is made one way. 10. Will pollution test levels be done in the street before and during the trial? 11. Has there been a car count of vehicles using the street, and will this be done during the trial? 12. The proposal states the trial will be closely monitored - by whom and what criteria will deem it a success or otherwise? <p>The proposals are a result of Grove residents working with councillors over the last two years. To my knowledge, no-one in St John Street was included in discussions regarding this.</p>	
37	<p>I am concerned that the knock on effect of these proposals is an increase in traffic through the junction at the end of Claremont Terrace.</p> <p>The Groves proposal should be matched by a campaign to reduce the number of car journeys in the area so that the existing routes are protected from increased pollution from engine fumes. Otherwise the only thing that is being done is to dump the traffic problem onto another community.</p>	<p>Concerns noted.</p> <p>This is outside the scope of this project.</p>

	Also, the Gillygate/Clarence Street/LMW junction is often at saturation point so the extra traffic will simply spend more time stationary, idling and waiting for the queues to clear. This will lead to a build up in air pollution as well as frustration for drivers	
38	<p>As parents with three children at Park Grove Primary School we know well the issues with traffic in the Groves</p> <p>However, as a resident of Claremont Terrace, in one of the most polluted areas of the city due to excessive traffic congestion, I cannot see how a forecasted 148% increase is reasonable.</p> <p>I respectfully request a formal consultation with those most impacted by these decisions as a minimum requirement before any closure is enacted.</p>	Anyone can make representation during an experimental traffic regulation order.
39	<p>I live on Claremont Terrace with two young children and I have to contend with already high levels of emissions everytime I take them to school or nursery - using Gillygate and Lord Mayors Walk. I feel like residents are being sold out by moving a problem, not a resolving it.</p> <p>I would also like to take this opportunity to try and ascertain current air quality on Gillygate.</p>	Concern noted.
40	<p>DEAR SIR,</p> <p>MAKING LOWTHER ST AND PENNYGROVE ST NO THOUGH STREETS IS A BIG MISTAKE. FOR THE FOLLOWING REASONS FIRSTLY YOU HAVE NOT CONSULTED ALL THE RESIDENTS I ALSO AM A MEMBER OF ST THOMAS CHURCH AND YOU HAVE NOT HAD OUR VIEWS, WHILE I CAN SEE THE REASON FOR CLOSING IS TO MAKE IT CLEANER AND STOP POLLUTION BUT YOU ARE JUST PUSHING IT OUT TO OTHER STREETS HAVE YOU CONSULTED THE PEOPLE IN MONK GATE, LORD MAYORS WALK CLARENSE ST WIGGINGTON RD HAXBY RD HALYS TERR AND HUNTINGTON RD THERE IS A LOT OF CONGESTION ALREADY IN THESE STREETS WITHOUT ADDING MORE CARS WAITING IN TRAFFIC. YOU IMPROVED THE HAXBY RD WIGGINGTON ROAD JUNCTION. HAVE YOU INFORMED THE FIRST YORK BUS COMPANY OF THE DELAYS THIS WILL MEAN TO THEM, THE BIG PROBLEM IS TRAFFIC WAITING TO ACCESS THE HOSPITAL. I THINK YOU SHOULD HOLD BACK AND ENSURE YOU GET ALL PEOPLES VIEWS. I WILL ALSO TAKE SOME PICTURES OF THE CONGESTION SO YOU CAN SEE WHAT I MEAN.</p> <p>MANY THANKS</p>	The aim of the scheme is to remove through traffic from the minor residential streets on to the main road network.

41	<p>This is a complete waste of that taxpayer money.</p> <ol style="list-style-type: none">1. We will lose 2-3 resident parking spaces, This, when York respark is over doubly subscribed.2. To excavate the dimensions of the "island", to alter the drains (surface water), then to construct the so called island and place the bollards to effectively block the road.3. With the cost of anything these days, the labour costs, machines, transport costs, this is going to be a very expensive operation, running to many thousands of pounds. <p>Not Two Hundred Meters away, at the junction with, March Street, Townend Street, there already exists what the council are prepared to spend a great deal of money building. All that is needed are the bollards to close the road.</p>	<p>The experimental measures used have to be appropriate to the aim of the proposals.</p>
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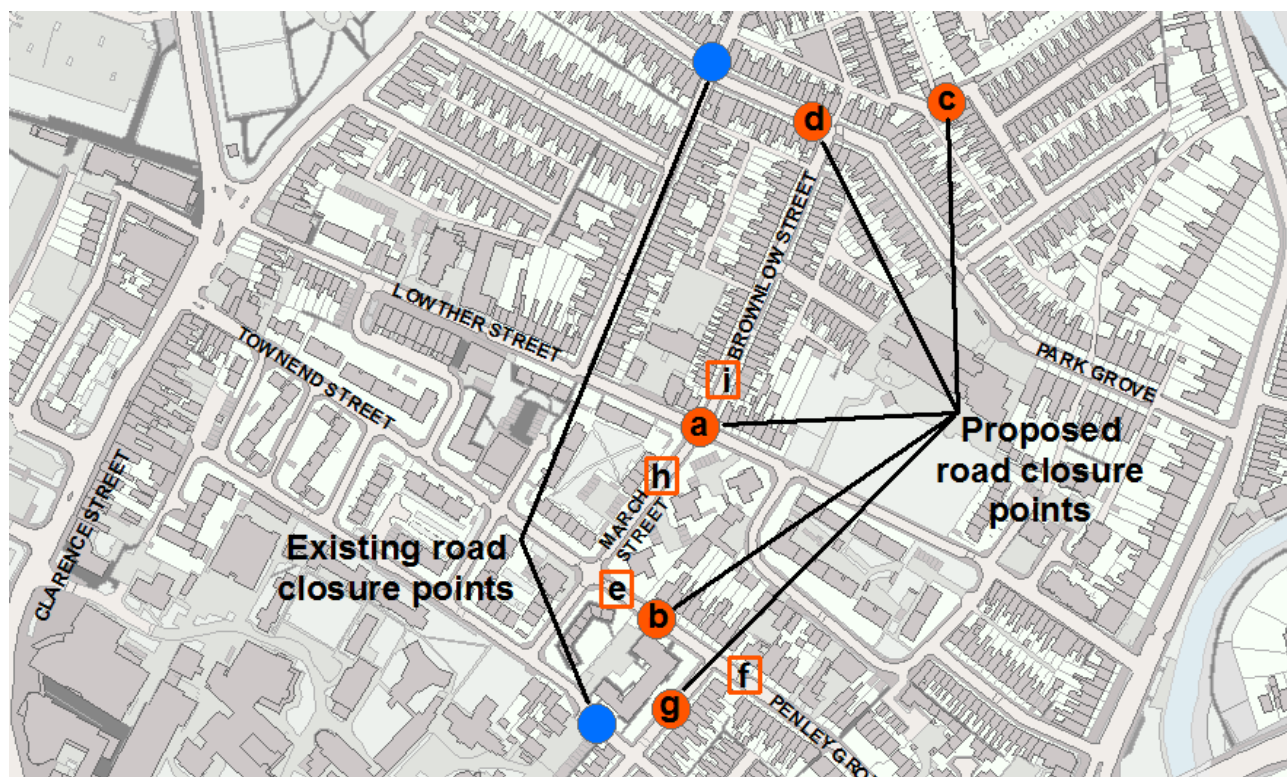
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Door 84 Comments

Ref.	Comment
1	The extra miles will impact on what services able to attend
1, 2, 3, 5	Journeys will take longer
1	Will cause service users unnecessary stress being in cars for prolonged periods
1	Access to Door 84 will be more difficult
2	More stationary traffic leading to more fumes which will be detrimental to health
3	Will affect attendance at youth sessions around 5pm
3	March Street will not be able to take coaches or HGVs
3	It will move the air pollution somewhere else.
3	Deliveries of free food for youth will take too long
4, 9	In favour
5	Lord Mayor's Walk, Haxby Road, Haley's Terrace already congested.
6	Keep disabled bay or add more parking bays
7	It will be difficult to access Door 84 for those with mobility issues.
7	Where can you park with a blue badge
7	Gridlocked traffic on Clarence Street
7	Cannot afford the car parks
8	If alternative routes remain accessible to and from Clarence Street then not affected.
8	Expect effective communication to deaf members

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Location Plan of the Items in Option 3



KEY

- a. Close Lowther Street at its junction with Brownlow Street.
- b. Close Penley Grove St between St. John Crescent and March St.
- c. Close Earle Street close to its junction with Amber Street.
- d. Close Neville Terrace close to its junction with Brownlow Street.
- e. Make Penley Grove Street 2 way between March Street and the new closure point in b. above.
- f. Make Penley Grove Street 2 way between Monkgate and the new closure point in b. above.
- g. Close St. John Crescent between Penley Grove Street and Garden Street. This is reliant on point f. above being approved.
- h. Make March Street one way except for cyclists.
- i. Make Brownlow Street one way except for cyclists.

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ANNEX E1



Closure - As Existing

Existing No entry from East

Two-Way Required

Closure - As Existing

Closure Required - St John's Crescent








Closure Required - Earle Street

Closure Required - Neville Terrace

Diagonal Closure Required - Lowther St

Closure Required - Penley's Grove St

Two-Way Required

- Legend**
-  The Groves Boundary
 -  Zone Boundary
 -  Proposed Closure
 -  Existing Closure
 -  Existing One-Way
 -  Proposed One-Way except for cyclists
 -  Proposed Two-Way

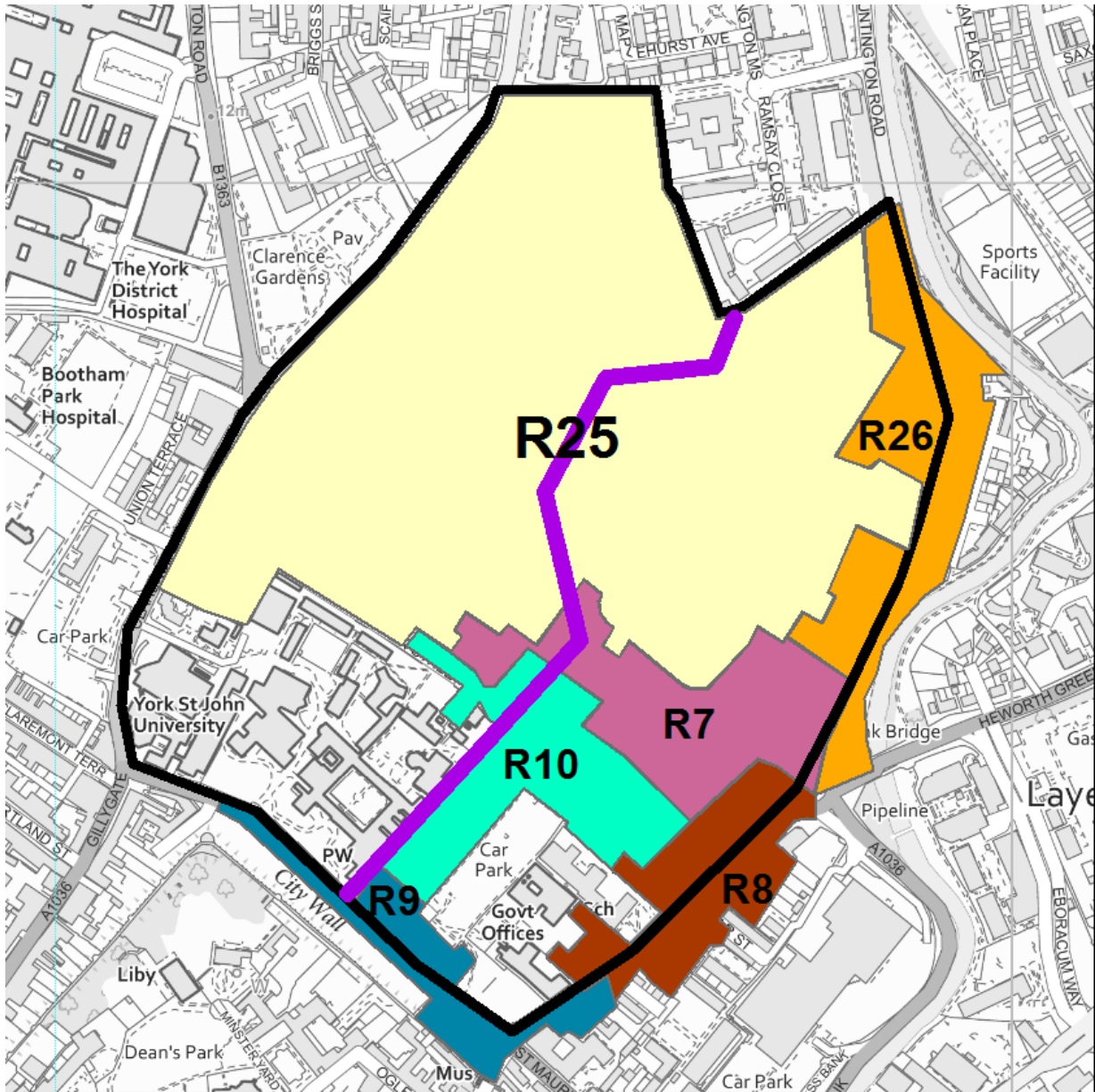


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Residents Parking Zones

The blue line through the middle of the Groves area below indicates the 2 areas created by the new road closures in Option 1.

Residents parking zones R10, R7 and “25 span both of the areas created hence the proposal that these zones be merged as part of the Experimental TRO process.



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Regeneration Statement

Planters at Road Closure Points

There are ongoing plans to introduce flower and veg planters at the road closure points as part of a community-led project to improve the Groves by enhancing the natural environment. The project will build on the energy and enthusiasm of local residents as part of the 'Greening the Groves' campaign - planting trees, shrubs and other plants in planters throughout the area in a bid to reclaim the streets.

The project is a collaboration of community-led groups currently active in the Groves (The Secret Garden Project, Flower Power York, Markham Lanes Project) and will be delivered by a *Greening the Groves working group*, comprising local residents and community group representatives. It will be informed by similar projects undertaken by other community groups based in the Groves as well as the wider city, including YUMI (who run a community garden bringing together people from many different cultures) and Walmgate Resident's Association.

The project will breathe colour into the Groves – reclaiming the streets for walking, cycling and gardening and encouraging more people to take an active part in improving their local environment. It will build on local initiatives like the street planters outside the Lowther Street shops, paid for and maintained by the local charity shop, planting areas on the estate led by Flower Power York and supported by local volunteers, a pilot project to develop communal green spaces in the back lanes paid for by ward funds and delivered by local residents, and volunteers taking care of the Human Rights Garden in Clarence Gardens. There are also plans in place to introduce water butts across the Groves to make it easier for local residents to take care of the new green areas that have been established through other recent initiatives.

These projects have already demonstrated that there are an increasing number of people living in the area that want to voluntarily take an active part in enhancing their local environment and also many vulnerable people who are appreciative of the enhanced environment that has been created.

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