



Notice of meeting of

Decision Session - Cabinet Member for City Strategy

To: Councillor Merrett (Cabinet Member)

Date: Thursday, 1 December 2011

Time: 4.30 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – 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:

10.00 am on Wednesday 30 November 2011 if an item is called in before a decision is taken, or

4.00pm on Monday 5 December 2011 if an item is called in after a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Friday 25 November 2011.

1. Declarations of Interest

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. Minutes

(Pages 3 - 10)

To approve and sign the minutes of the last City Strategy Decision Session meeting held on Thursday 3 November 2011.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 30 November 2011**.

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,
- an item that has been published on the Information Log for the current session. Information reports are listed at the end of the agenda.

Please note that no items have been published on the Information Log since the last Decision Session.

4. Selby Road Double White Line Petition (Pages 11 - 18)

This report brings to the attention of the Cabinet Member a petition from residents of Selby Road, Fulford supporting Councillor Aspden's request for a double white line system adjacent to the bus lane between the A64 and Naburn Lane.

5. Petition Regarding The Turf Tavern (Pages 19 - 22)

This report seeks to provide the Cabinet Member with background information regarding the Turf Tavern, following the submission of a petition to Council on 6 October 2011.

6. Reinvigorate York (Pages 23 - 38)

This report describes the current proposals to create a clear way forward to reinvigorate the city centre and identifies recent and current projects which are contributing to the improvement of the city centre environment and accessibility.

7. City Centre Footstreets Review (Pages 39 - 102)

This report outlines the review of the operation of the foot streets, puts forward proposals to improve/update the ongoing management of traffic in the central shopping area and highlights possible future alterations which require further investigation.

8. Speed Review Process Update Report (Pages 103 - 128)

This report gives the Cabinet Member an update on the collaborative Speed Review Process, set up in York, in conjunction with the Police and Fire Service. The report also goes on to advise him of further locations where concerns about traffic speeds have been raised and provides an update on progress towards assessing these against the agreed prioritisation framework.

9. Urgent Business

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

Democracy Officer:

Name: Jill Pickering

Contact Details:

- Telephone – (01904) 552061
- Email – jill.pickering@york.gov.uk

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

- Registering to speak
- Written Representations
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

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If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an

interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

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Holding the Cabinet to Account

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business from a published Cabinet (or Cabinet Member Decision Session) agenda. The Cabinet will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Cabinet meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
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City of York Council

Committee Minutes

MEETING	DECISION SESSION - CABINET MEMBER FOR CITY STRATEGY
DATE	3 NOVEMBER 2011
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLORS WARTERS AND WATT

16. DECLARATIONS OF INTEREST

At this point in the meeting, Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda.

Councillor Merrett declared a personal non prejudicial interest in relation to Agenda item 6 (Review of Council Supported Community Transport) as a founder member of York Wheels. He confirmed that he had however had no direct involvement with the body for a number of years but knew the Operations Manager who was also a Cabinet colleague.

17. MINUTES

RESOLVED: That the minutes of the last Decision Session – Cabinet Member for City Strategy, held on 27 September 2011 be approved and signed by the Cabinet Member as a correct record.

18. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme. The Cabinet Member also granted two requests to speak from Council members.

A resident of Osbaldwick Lane spoke on behalf of local residents in support of the alternative scheme detailed at Annex C of the report (Derwenthorpe Section 278, Phase 1 – Osbaldwick Lane, Pedestrian Crossing) providing dropped kerbs and path improvements. She confirmed that residents objected to any proposals for a zebra crossing at the suggested

locations as they felt they were unnecessary and in the wrong position. She pointed out that this was not a busy road which pedestrians had no problems in crossing. She pointed out that if the authority wished to provide a crossing that this should be sited nearer to the Tang Hall Lane junction to provide a safe crossing for pupils attending both Archbishop's and Derwent Schools.

Councillor Warters thanked officers for their extensive report in relation to the Osbaldwick Lane, pedestrian crossing and for meeting residents in relation to the proposals. He confirmed his support for the alternative scheme at Annex C. He did however ask if officers could re-examine the proposed dropped kerb crossing adjacent to the village hall as this was at a point where the narrowness of the road could lead to bus's mounting the kerb and at the new barriers at the playing field entrance to ensure that it did not open up the path to motorbikes.

Representations were received from a Rawcliffe resident in relation to Agenda item 5 Review of Emergency Bus Tenders. She pointed out that bus service issues had dominated recent Ward meetings. There was a need she felt for an integrated approach to public transport and for it to be seen in the wider context of social inclusion. Lifelong learning was to be encouraged for both employment and leisure but this was difficult with little public transport in the evenings. Reference was made to the emergency measures put in place on the No 19 service and to the reductions in passengers numbers which, it was pointed out, would take some time to recover. She also referred to government recommendations for the provision of fuller consultation to address the impact of cuts in public transport services and its affect on the most vulnerable in society.

Councillor Watt also referred to the extent of concern raised at the Ward meetings in relation to bus services in the Rawcliffe/Skelton area. He expressed his appreciation for the work undertaken by the Cabinet Member and Officers but pointed out that additional work was required on consultation and provision of information. Skelton residents required a bus link to the Park and Ride site and from the Park and Ride site to Tesco's. Rawcliffe residents were generally happy with the service with the exception of the gap in evening services which required addressing. He requested improvements in marketing and consultation for his Ward to improve the take up of services.

19. DERWENTHORPE SECTION 278, PHASE 1 - OSBALDWICK LANE, PEDESTRIAN CROSSING

The Cabinet Member considered a report which updated him on work undertaken in relation to the provision of a crossing point on Osbaldwick Lane as part of the planning conditions imposed on the Derwenthorpe housing development.

Details of feedback following consultation on a zebra crossing scheme and possible alternative proposals were presented by officers for consideration.

The Cabinet Member considered the following options in respect of his decision:

- a) Approve the original proposals for a zebra crossing to the west of the Hambleton Avenue junction, with approval to advertise a Traffic Regulation Order to introduce parking restrictions to complement the new crossing.
- b) Grant in principle approval and authorise consultation on the alternative scheme with feedback to be reported back to a future meeting.

The Cabinet Member expressed support for the revised scheme following the results of resident and member consultation. He did however request officers to undertake further discussions with Councillor Warters in respect of the issues he had raised at the meeting.¹

RESOLVED: That the Cabinet Member for City Strategy agrees to:

- i) Note the concerns raised in relation to the zebra crossing proposal.
- ii) Give in principle approval and authorises consultation on the suggested alternative scheme detailed at paragraph 25 of the report (Annex C) with feedback being reported back to a future meeting.²

REASON: To provide the most suitable solution for accommodating increased pedestrian

crossing movements on Osbaldwick Lane.

Action Required

- | | |
|--|--------|
| 1. Undertake further discussions with Local Member. | MD, BP |
| 2. Undertake consultation on scheme and report back on completion. | MD, BP |

20. REVIEW OF EMERGENCY BUS TENDERS

The Cabinet Member examined a report which set out details of the bus services procured by the Council on an emergency basis and examined the benefit of each bus route to the communities served together with the performance of the journeys funded.

The Cabinet Member confirmed that it had not been possible to amend the majority of inherited services however he had asked officers to undertake consultation prior to further revisions in service. Discussions had also been undertaken regarding timescales with the Quality Bus Partnership. He pointed out that marketing was important, particularly with the difficult budget situation, but that he was committed to improving services.

Consideration was given to the following options:

- a. Retain the current network of Council subsidised bus routes and journeys for 2011/12 as set out in table A at paragraph 15 of this report. Consult on and deliver viable public transport provision for the areas currently served by routes 13 and 19.
- b. Consult on the discontinuation of one or more or of the services which have not been tendered and which do not meet the Council's criteria for subsidy as set out in this report

Following further discussion it was

RESOLVED: That the Cabinet Member for City Strategy agrees to:

- i) Retain the current network of Council subsidised bus routes and journeys for

2011/12 as set out in table A at paragraph 15 of the report.

- ii) Consult on and deliver viable public transport provision for the areas currently served by routes 13 and 19. ¹

REASON:

This course of action will allow the Council to continue to work towards its stated aim of delivering a significant improvement to the bus network whilst at the same time ensuring that resources are spent in line with the Council's stated criteria for the funding of public bus services.

Action Required

1. Undertake consultation and deliver transport provision for these routes.

AB

21. REVIEW OF COUNCIL SUPPORTED COMMUNITY TRANSPORT SERVICES

The Cabinet Member considered a report which outlined the current support given to York Wheels and the arrangements currently in place to deliver York's Dial and Ride service which the charity managed and delivered on a day to day basis for the Council.

York Wheels proposed taking a greater role in planning and delivering the community transport services.

The Cabinet Member considered the following options:

- A. Continue to award the annual grant, at the same level, to York Wheels for its other operations and conduct a tendering exercise to procure a Dial & Ride service from the open market
- B. Implement a framework service level agreement with York Wheels, with a fixed grant payment each year and with York Wheels taking responsibility for the planning and delivery of Dial & Ride.

It was reported that under both options the Council would pass over a number of responsibilities to the service operator whilst retaining others, details of which were set out at paragraphs 19 and 20 of the report.

The Cabinet Member confirmed his support for Option B subject to negotiation of improved marketing in the financial settlement.¹

RESOLVED: That the Cabinet Member for City Strategy agrees to make the following recommendations to Cabinet: *

- i) To note the report contents.
- ii) Agree to York Wheels taking responsibility and control for the planning and delivery of Dial and Ride, within the context of a revised service level agreement.
- iii) Ask officers to negotiate the details of a service level agreement with York Wheels to support the range of services that it currently delivers and its Dial and Ride service.
- iv) Agree to the requested grant settlement for the period January to December 2012 and delegate responsibility to officers for the grant agreement for subsequent years within agreed budgetary limitations.²

REASON: This course of action will allow the Council to continue to support York Wheels in its delivery of services to York residents at a sustainable cost. It will also allow York Wheels the flexibility to adapt its services to the changing needs of York's residents and communities.

*This decision will be put to the Cabinet for agreement on 6 December as Cllr Merrett expressed a personal non prejudicial interest in relation to this item as a founder member of York

Wheels. Although he had had no direct involvement with the body for a number of years he knew the Operations Manager who was also a Cabinet colleague.

Action Required

1. Include improved marketing arrangements in settlement. PB
2. Submit recommendations to Cabinet. PB

22. CITY STRATEGY CAPITAL PROGRAMME - 2011/12 MONITOR 1 REPORT

This report sets out progress to date on schemes in the 2011/12 City Strategy Capital Programme, including budget spend to the end of September 2011 for the Cabinet Members information.

Details of adjustments to scheme allocations to align with the latest cost estimates and delivery projections were set out at Annexes 1 and 2 of the report.

The current approved City Strategy Planning and Transport Capital Programme budget of £3,210k would it was reported increase to £3,804k with acceptance of the proposed changes.

RESOLVED: That the Cabinet Member for City Strategy agrees to:

- i) Approve the adjustments to scheme allocations set out in Annexes 1 and 2 of the report.
- ii) Approve the increase to the 2011/12 City Strategy capital budget, subject to the approval of the Cabinet. ¹.

REASON: To enable the effective management and monitoring of the council's capital programme

Action Required

1. Submit to Cabinet. TC

CLLR D MERRETT, Cabinet Member

[The meeting started at 4.30 pm and finished at 4.45 pm].



**Decision Session –
Cabinet Member for City Strategy**

1 December 2011

Report of the Director of City Strategy

Selby Road Double White Line Petition**Summary**

1. This report brings to the attention of the Cabinet Member for City Strategy a petition from the residents of Selby Road supporting Cllr Aspden's request for a double white line system adjacent to the bus lane between the A64 and Naburn Lane.

Recommendations

2. That the Cabinet Member notes the concern raised in the petition and takes no further action with regards to the installation of a double white line scheme and recommends the issue be taken to the Ward Committee for consideration to fund an island if feasible.

Reason:

Because the location does not meet the very strict visibility criteria set out in the regulations governing the use of signs and lines and there is no budget set aside for any physical highway works in this location.

Background

3. Councillor Aspden collected a 25 signature petition (see Annex A for front sheet) from the residents of 12 properties on Selby Road seeking the implementation of a double white line system to prevent overtaking in the vicinity of the bus lane and the residential properties between the A64 and Naburn Lane.
4. At present there is a wide central hatched area between the two opposing lanes on the A19 Selby Road (see Annex B). These markings indicate an area of the carriageway that a driver should avoid entering unless it is safe to do so. Hence, local residents are able to pull into the hatched area when entering their property from the opposite side of the carriageway without holding up through traffic.

5. The use of double white lines is very strictly regulated by the Department for Transport regulations and the advice is they should not be used except where they are clearly justified by the criteria (which is primarily based around the forward visibility depending on the 85th percentile speed of traffic) and that they should not be used in built up areas because of the associated prevention on vehicles stopping. Hence, the lines are mainly confined to bends and the crests of hills in rural situations (though we do have them on a number of railway bridges in the City).
6. The length of A19 Selby Road under consideration does not meet the criteria for double white lines; hence the use of a central hatched area is the correct approach to treating the area with regards to a white lining solution. However this issue has been raised previously and consideration was given to installing a central island at a key location to physically prevent overtaking. Although space is tight there are a couple of potential sites for an island, but there are no funds set aside for this work to be progressed through design, consultation and construction.
7. A possible source of funding for additional works may be available through the ward committee process if local residents decide this is something they would be prepared to support. However, it is also worth bearing in mind the likely large scale of works associated with the Germany Beck development a little further towards the city that will lead to this section of the road network changing in the future. This may provide a means to identify / fund improvements.

Consultation

8. Any works as a consequence of a budget being allocated to this request would be taken through a consultation process of some description with the local residents most directly affected.

Options

9. The options available are:
 - A. To note the petition and take no further action at this time other than to suggest the issue be taken to the Ward Committee for consideration to fund an island. This is the recommended option.
 - B. To seek funding from the capital projects budget. This is not the recommended option because there are already more schemes than the budget can progress.

Council Plan

10. Considering this matter does not impact on the council plan.

Implications

11.

Legal	There are no legal implications.
Financial	As highlighted in paragraph 7, there is no budget at present for works to be carried out at present.
Human Resources	There are no HR implications
Crime and Disorder	There are no Crime and Disorder implications
Sustainability	There are no sustainability implications
Equalities	There are no equalities implications
Property	There are no property implications

Risk Management

12. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

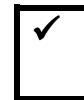
Contact**Details:****Author**

Alistair Briggs
Traffic Network Manager
Tel No. (01904) 551368

Chief Officer Responsible for the Report

Richard Wood
Assistant Director City Strategy

**Report
Approved**



Date 5/9/2011

Wards Affected: Fulford

All

Specialist Implications Officer(s) *None*

For further information please contact the author of the report

Annexes

Annex A – Front page of petition
Annex B – Plan of the Area

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Selby Road petition Front Page

Councillor Keith Aspden
5 Beverly House, Main Street, Fulford
cldr.kaspden@york.gov.uk
www.keithaspden.mycouncillor.org.uk

SELBY ROAD
Road Markings Petition

Dear fellow resident,

Your neighbours have contacted me with road safety concerns, for example, following the installation of the small bus lane on Selby Road. There are concerns that it is dangerous for cars and cyclists on Selby Road, when you are entering or leaving your property.

Suggestions have been put forward for a second white line to be installed alongside the restricted area on both sides of Selby Road. This would send a clear signal to drivers that they should not overtake into the restricted area, particularly with buses, and therefore give you greater protection when you are entering or leaving your property.

I have already raised these issues with the council on your behalf, but in order to make sure that your views are recorded I am going to be presenting a petition.

If you could sign and return the below petition, to the freepost address given, it will really help me to ensure that your views are heard. Please contact me if I can help with any other issues.

Kind regards, *Keith Aspden*

.....
I/we support Councillor Keith Aspden's Selby Road road markings petition:

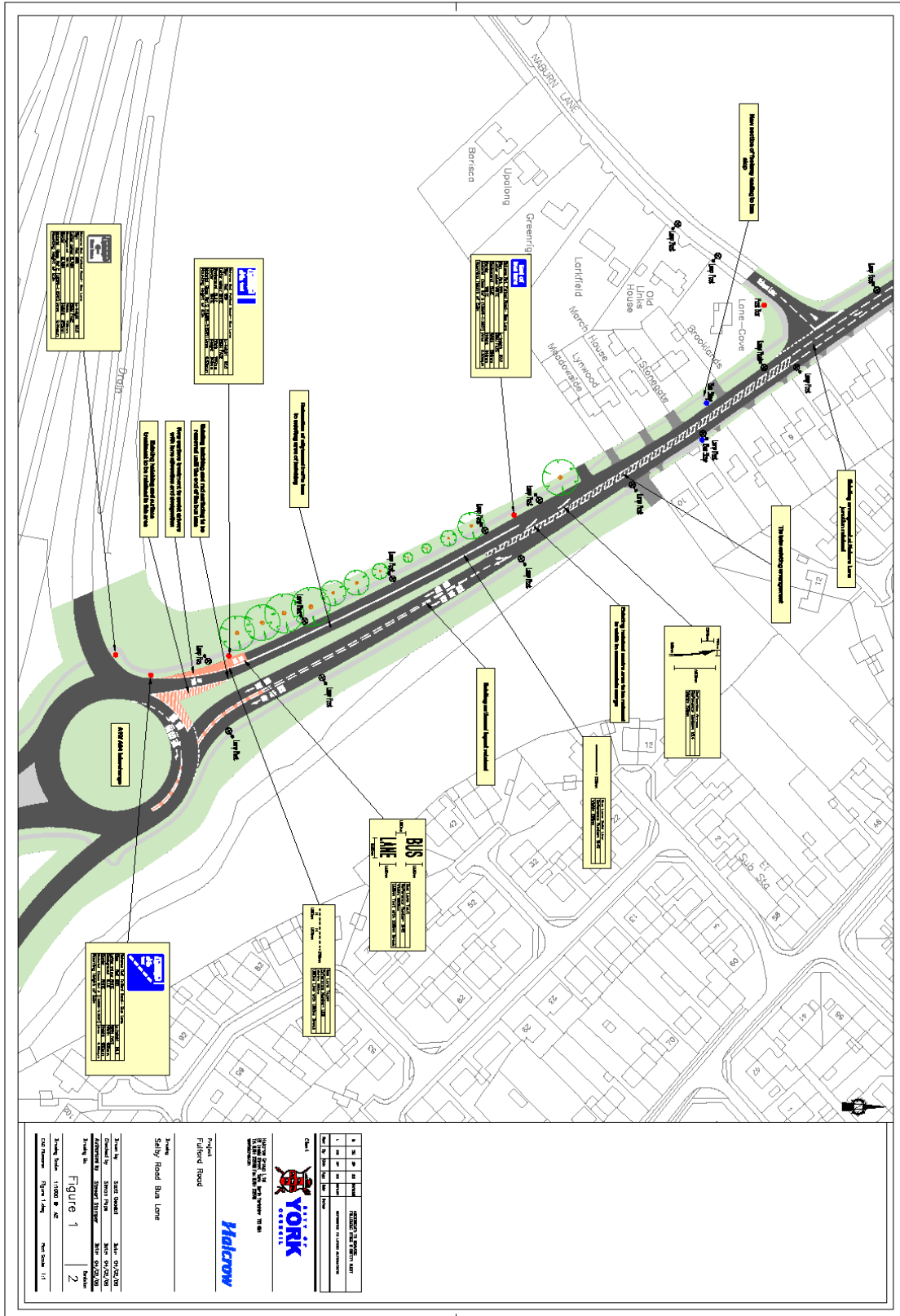
Please return to Fulford Liberal Democrats, Freepost RRSA-SALE-EUUC, York, YO30 4UE

Name	Address	Email	Tel

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Annex B

Plan of the Area



Client	YORK COUNCIL
Project	REVISION 2: 20/01/2011
Drawn by	ADAM WILSON
Checked by	ADAM WILSON
Scale	AS SHOWN

YORK COUNCIL

Halcrow

Project: Fulford Road
 Title: Fulford Road
 Author: Adam Wilson
 Date: 20/01/2011

Date: 20/01/2011
 Time: 09:20:00
 Location: Fulford Road
 Drawing No: 20/01/2011
 Figure 1
 2

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**Decision Session
- Cabinet Member for City Strategy**

1 December 2011

Report of the Assistant Director – Economy and Asset Management

Petition regarding the Turf Tavern

Summary

1. This report seeks to provide background information regarding the Turf Tavern, following the submission of a petition to full Council on 6th October 2011.

Recommendations

2. The Cabinet Member for City Strategy is asked:
 - To note the land and planning issues on the Turf Tavern site and the actions taken by officers regarding the restrictive covenant.
 - To request officers respond to the petitioners accordingly.
 - That in similar situations in the future, officers seek the views of local ward members.

Reason: In order to respond to the petition presented to Council.

Background

3. A petition was presented by Councillor Hodgson on behalf of residents of Dringhouses and Woodthorpe ward campaigning to keep the Turf Tavern open. An e-petition on the same subject was rejected under the Council's petitions policy on the grounds that it related to the council's planning functions in that it specifically petitioned the Council to reject planning permission for the demolition and development of the Turf Tavern.
4. This property was originally sold by the Council in 1954 with a restrictive covenant that the site could only be used for use as a

public house. The Council has adjoining land so it can enforce this covenant. However this is only a restrictive covenant as to the use of the land. It is not a positive covenant saying that the building must be kept open as a public house therefore there is nothing legally that the council can do to stop the public house closing, and the building and land lying empty and unused. It would therefore be possible for the current owner of this site to do this and then, after a lapse of time, seek to have this restrictive covenant lifted 'free of charge' as they could argue that it is not relevant anymore as shown by the fact the pub is closed and there is no operator interested in running it.

5. The owner could then theoretically make an application to the Land Registry for the removal of the charge from the Register. For the above reasons, advice given to officers indicates that this application is likely to succeed. The owner would then be free to develop/use the site as they wished (within the scope of planning legislation), and the Council would not be able to take any action or claim any compensation.
6. In this case, the owner of the site did approach the Council to have this restriction lifted as they wished to develop the site for residential purposes. The Council could have refused and the property would have remained empty and the site unused with all the attendant vandalism and other issues. There is nothing the Council could have done about this. Officers took the view to see if the Council could gain something from this approach and therefore consulted with housing services. This identified a need for affordable housing in the area, especially for family size housing.
7. The proposed development on the site would have fallen below the threshold for affordable housing to be produced. Therefore, working with Housing Services, an agreement has been reached with the owner to provide 2 affordable houses for rent on this site, one 2 bedroom house and one 3 bedroom house. This is dependent on planning permission being granted on the site for residential development of not less than 8 houses. This outcome was agreed with Housing Services and an agreement was completed on 21 July 2011.

8. The actual release of the covenant will not come into effect unless all the conditions of the agreement are met, namely:
- Detailed planning application for not less than 8 houses is obtained
 - An agreement with the RSL is reached for the 2 affordable houses and the freehold is transferred to them
 - This is all completed within 4 years from the day of this agreement

If any of the conditions are not met the restrictive covenant will not be lifted

9. It is considered that a successful outcome has been achieved by Property Services in maximising the opportunity presented by the approach of the owner of the site to meet the corporate priority of building stronger communities; in particular:
- 2 family size affordable houses will be available at no cost to the Council
 - The site will remain vacant for a minimum period of time
 - The alternative would have been a vacant site with the associated problems, lack of action and after a few years a release of the covenant by the Land registry without any benefit or compensation to the Council and a development on the site with no affordable housing.

Consultation

10. This report has been written in consultation with Housing and Legal Services. Whilst there has been substantial consultation internally with officers, there was no communication about the release of the restrictive covenant with local ward members. It is recommended that such consultation takes place in similar situations in the future.

Options

11. As this is mainly an information report no options are proposed.

Council Plan

12. a. Building stronger communities.
b. Protect the environment.

Implications

Finance

13. No direct financial implications.

Legal

14. All implications are included in this report.

Property

15. All implications are included in this report

Human Resources

16. None.

Risk Management

17. There are no known risks with the recommendation.

Contact Details

Author:

**Roger Ranson
Assistant Director
City Strategy**

**Chief Officer Responsible for the
report:**

**Roger Ranson
Assistant Director of Economy and
Asset Management**

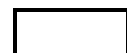
**Report
Approved**



Date 14.11.11

Specialist Implications Officer(s) None

**Wards Affected:
Dringhouses and Woodthorpe**



For further information please contact the author of the report



**Decision Session –
Cabinet Member for City Strategy**

1st December 2011

Joint Report of the Cabinet Member for City Strategy
and Communities & Neighbourhoods

Reinvigorate York

Summary

1. This report describes the current proposals to create a clear way forward for reinvigorating the centre of our city. It sets out the current status of the City Centre Area Action Plan, Public Space Strategy, Central Historic Core Character Appraisal, Movement & Accessibility Framework, and Footstreets Review, and identifies recent and current projects which are already contributing to the improvement of the city centre environment and accessibility.
2. The report concludes that we need a defined City Centre Design Group of CYC Officers who will develop a protocol for new design and who will, with reference to the protocol, oversee all new design and maintenance decisions in the city centre in order to ensure consistency and build awareness of the wider picture.
3. Seven key proposals are set out to be completed over the next few years, in addition to recent and ongoing initiatives such as Library Square public space enhancement and de-cluttering of signage, fencing, bollards and other items of street furniture throughout the city centre.
4. The 7 key projects will provide the impetus for more improvement in the city centre, more de-cluttering and greater design consistency, and will help to establish a clear line of decision-making within the Council.
5. Completion of the improvements will showcase the clear directive and design talents of the City Centre Design Group and give confidence to investors, businesses and residents.

Recommendation

6. The Cabinet Member is requested to note the progress on the Reinvigorate York Initiative and approve the setting up of a City Centre Design Group in order to produce a protocol for new design in the city centre. With reference to the design protocol, the Group will oversee all new design and maintenance decisions in the city centre in terms of strategy, specific detail, and coordination.

Reason: In order to produce a protocol for new design to reinvigorate the city centre.

Background

City Centre Area Action Plan 2012

7. The Issues & Options report has been through public consultation and reported to members. The Plan set out opportunities for improvement in the centre by area (Castle Piccadilly, Cultural Quarter, Gateway Streets, City Spaces, Riversides). For each of these areas poor cityscape was identified and described, and opportunities for improvement discussed.
8. The new Major Development Projects & Initiatives team (MDPI) are now progressing the plan through to a Preferred Options draft which will be reported to LDFWG in March 2012 before public consultation in May/ June and submission to the Secretary of State early in 2013. It will then become adopted policy as part of the wider Local Development Framework (LDF).
9. As well as the context and opportunities for improvements in the city centre, the Plan refers to the New City Beautiful work carried out by Professor Simpson last year, and supports many of the ideas set out in that economic vision for the city.
10. A number of projects have been completed and others are expected to begin later this year/ next year, as set out in Annex 1 to this report.

York Central Historic Core Conservation Area Appraisal 2011

11. This is a key document which will inform the final City Centre AAP. The priority public space improvements highlighted in the study are:

- The Minster Precinct, including Duncombe Place & Dean's Park;
 - Parliament Street, St Sampson's Square, Newgate Market and Piccadilly;
 - Exhibition Square;
 - Station Approach and Memorial Gardens;
 - The Castle.
12. Some of these potential projects accord with the 7 key projects set out above but there does need to be further discussion on these forerunners through the Reinvigorate Steering Group.
13. Other public space improvements highlighted in the Historic Core Character Appraisal - and also detailed in the City Centre Area Action Plan (Issues & Options) - include:
- King's Square - an important space between Shambles and Low Petergate should be enhanced with higher quality hard landscaping and street furniture;
 - Bootham Park Hospital - the southern perimeter of the grounds should be better managed to enhance views of John Carr's building;
 - St Maurice's churchyard, Monkgate - this under-used space should be re-designed to improve its appearance and functionality; and
 - Whip-Ma-Whop-Ma-Gate - a cluttered space which should be simplified and re-designed to maximise functional use.
14. The appraisal has now been consulted upon and is expected to be approved at Planning Committee on the 24th of November.
15. The Central Historic Core Study also promotes a way-finding strategy for the city centre which, through some initial soundings of disability groups and other residents, would be very welcome. The York Access Forum and the recently formed York Independent Living Network would need to be part of our key stakeholder group. Way-finding will help to highlight less used areas of the city, such as Micklegate and Walmgate, in order to help business and regeneration.

York City Centre Movement & Accessibility Framework 2011

16. This supports the City Centre Area Action Plan, and identifies actions to address the impact of traffic and highway infrastructure

on quality of place – to help improve the quality of the environment for pedestrians, cyclists and public transport and boost the local economy.

17. The Framework takes into account the way the City Centre will change in shape and size over the next 20 years with significant new development coming forward, and considers the deliverability of the York New City Beautiful report, focusing on the walls, rivers, streets and spaces.
18. The report will be consulted on as part of the preferred options stage of the City Centre Area Action Plan referred to earlier. Work to understand the implications and flesh out how proposals could be implemented will also be progressed.
19. Key principles of the Framework are:
 - Pedestrian priority in the ‘heart of the city’;
 - Removal of through traffic from the ‘heart’ with managed access provided for essential traffic on priority routes - maximising access via bus, walking and cycling;
 - The 4 functional areas to become Traffic Cells allowing general traffic into different parts of the City Centre;
 - Intercept car trips at a ring of parking at the edge of City (Park and Ride) and the edge of City Centre;
 - Make the whole of the City Centre a 20mph zone and a Low Emission Zone in the historic core;
 - Reduce the number of car parking spaces
 - Expand the pedestrianised Footstreets to embody the ‘heart’ and extend operating hours;
 - Remove all traffic from the Footstreets during operational hours;
 - Enhance cross-city centre cycle routes.

Seven Key Place Making Projects 2011-2013

20. In order to raise profile and demonstrate early success it is proposed to aim at taking 7 key projects go ahead in the first 3 years. These are:-
 - (1) Station approach to Minster – improvement of route and spaces;
 - (2) Duncombe Place/ Minster Piazza public space enhancement;
 - (3) King’s Square public space enhancement;

- (4) Piccadilly/ Pavement junction improvements and Parliament Street public space enhancement;
 - (5) City property on Hungate;
 - (6) Tower Gardens; and
 - (7) Creation and improvement of parks, gardens and trees.
21. Delivery of these projects will give impetus to the Reinvigorate York programme and confidence to continue with improvements to the streets, spaces and places in the city centre.
22. A next phase of short-term projects, meanwhile, can link to the early improvements (and those previously carried out such as Library Square public space enhancement, Museum Street junction de-cluttering, and guard rail removal).
23. The first phase of planting 50,000 trees over 3 years, as proposed through the New City Beautiful vision, was launched in November this year through a partnership between CYC and various environmental groups in the city, under the banner 'Treemendous York'.

Public Space Strategy

24. A project initiation document has been produced (July 2011), and a draft brief will be completed in December. The brief will set out a strategy for the whole of York that will contain a set of guiding principles relating to enhancement, repair and management of roads, pavements, cycle tracks and public spaces.
25. It will also develop guidelines for paving, street furniture, lighting and other aspects of the use of our public spaces. It will look in detail at the historic core and take forward recommendations in the York Central Historic Core Conservation Area Appraisal as well as help deliver York's Economic Vision. It will also look at accessibility issues and propose way-finding solutions for the city.
26. The strategy is laid out in 4 sections: introduction, understanding, analysis, priorities & actions, with the overall programme agreed as follows :-
- | | |
|-------------------------------|----------------|
| □ Project initiation document | July 2011 |
| □ Background research | September 2011 |
| □ Survey | September 2011 |
| □ Priorities and actions | October 2011 |

- Consultation draft
- Final document

November 2011
December 2011

27. The Public Space Strategy, once adopted, will become an evidence base for the LDF, in the same way as the City Centre Area Action Plan, Historic Core Character Appraisal, Access & Movement Strategy, Footstreets Review, and New City Beautiful Economic Vision. Together they will provide the background, protocol and reasoning for decisions on new design as well as removal of clutter in the city centre.

Footstreets Review

28. A report commissioned by the City Council in 2010 recommended the following measures should be investigated in the footstreets area, with a view to implementing some short term changes as part of a longer term strategy of improvements :-

- standardise the hours of operation;
- extend the hours of operation;
- bring Fossgate into the footstreets zone;
- allow cycling through the footstreets in some places;
- amend the exemption that allows some drivers with mobility difficulties to drive into the pedestrian zone.

29. Proposals to take these initiatives forward are covered in a separate paper for the cabinet member for City Strategy.

30. A number of other measures have since been considered, with the change in administration, which are aimed at achieving further improvements in the city centre :-

- implement a transshipment system to reduce the size and weight of vehicles in order to reduce the physical intrusion of vehicles, damage to highway surfaces, and improve air quality;
- introduce an advisory 10mph speed limit;
- note current improvement plans for Duncombe Place and consider the short term option of closing off the slip road from Duncombe Place to Blake Street;.
- Consider alterations to the existing one way system and banned turns;
- extension of the footstreets area to include Goodramgate, Deangate and the College Street area;

- introduce pay and display parking provision in the central area;
- change the current traffic management arrangements in Micklegate;
- review and manage “A” boards in the central area.

Consultation

31. There will be opportunities for local consultation events (place-shaping) in order to assess the good and bad aspects of public spaces, together with statutory consultation on traffic orders and planning applications.

Proposal 1- City Centre Design Manual

32. With these key evidence bases as a reference point, it is suggested that a Design Manual could be developed by Christmas 2011 in order to provide a clear reference point for design, and a new City Centre Design Group could then begin to oversee the implementation of proposals based on this reference guide.
33. A draft of the design manual can be reported to the cabinet decision session in December. It would be structured in order to describe the historical context and overall objectives/ vision. It would include a comprehensive list of cross departmental guidelines on hard and soft surfaces and street furniture, and give guidance on management and maintenance. This section would also outline opportunities for community involvement and set out priorities and phasing proposals.
34. A potential list of items to be considered within the design manual is set out in Annex 2 of this report. As well as those features like bins, seating and bollards under the general heading of ‘street furniture’, hard ground surfaces (natural stone paving, manmade paving, tarmac) would also be included, together with soft surfaces (roadside verges, open green spaces, trees, planting and planters, water features).

Proposal 2 - City Centre Design Group

35. The group should comprise key staff from City Strategy and Communities & Neighbourhood Services directorates in order to ensure that all works affecting city centre public spaces and streets are better coordinated, managed and reviewed.

36. The group should meet on a monthly basis in order to discuss opportunities and agree priorities for funding, and then to agree management and delivery protocols.

Proposal 3 - Working across Directorates

37. Effective multi-disciplinary working is essential if the objectives of the Reinvigorate York initiative are to be realised. The Design Group should have agreed representation from the following Officer teams:-

- Major Development Projects & Initiatives
- Design, Conservation & Sustainable Development
- Development Management
- Highways Network Management
- Highways Maintenance
- City Centre Management
- Neighbourhood Pride
- Heritage and Culture

38. It is especially important that improved communication and coordination between the planning/ management and maintenance aspects of the Council are achieved as soon as possible.

Options

39. **Option 1** - It is recommended that all three proposals above be approved for future working. Other options based around current working practices would continue to deliver projects on the ground but, it is considered, would not provide the coordination and detail required to deliver consistently.

Option 2 – Members reject the above proposals; an

Option 3 – Members agree an amended set of proposals.

Implications

Financial

40. At this stage there is no certainty over funding, and some proposals might suggest quite significant capital sums. Officers will explore all

opportunities for funding, both inside and outside the Council, and will bring forward options in due course.

Human Resources

41. None.

Equalities

42. Consultation will ensure that issues of equality are addressed.

Legal

43. None at this stage.

Property

44. None at this stage.

Risk Management

45. To be undertaken as individual projects are identified.

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Annexes

Annex 1 – Recent and imminent Reinvigorate York projects.

Annex 2 – Street furniture A-Z

Background papers - None

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Recent and Imminent Reinvigorate York Projects

1. Library and Library Square public realm enhancement

Internal alterations to library approved 2009 and now complete.

£150k CYC funded improvements including area in front of the library - improved layout, surface enhancement, and benches/ lighting - as well as widening of pavement to improve bus waiting area on Museum Street and entrance to Museum Gardens.

2. 5* Hotel, New CYC Offices and Station Road War Memorial

Application approved in 2009 for high quality conversion of listed former GNER headquarters to 5* hotel. New CYC Offices (West Offices) due to be completed end 2012, open for business March 2013. Opportunity also to look at setting of and accessibility to war memorial, designed by Sir Edwin Lutyens 1922-24 and new way-marking as part of Council HQ project.

Hotel now operating, and plans for new CYC offices also approved and preparatory work complete.

3. Minster Piazza

A new and improved setting for the spectacular South Transept with better access is planned, and needs to connect well with Duncombe Place. The space also includes Precentor's Court, Minster Yard, Deangate and Dean's Park.

Planning application to re-pave area and re-model steps approved 5th August 2011.

4. King's Square public realm enhancement

Important small space at top of Shambles framing important views of medieval cityscape. The square is not convincingly harmonized with surrounding buildings and has disabled access issues with raised levels, poor surfacing and uncoordinated street furniture/ signage.

CYC Project Team set up to look at public realm improvement options and review of highways, in continuity with application for chocolate/ confectionary museum.

5. St. Sampson's Square and Parliament Street public realm enhancement

Well used for various events throughout the year and the existing scheme was the result of an RIBA public realm competition in 1989, but could the heart of the city centre be even better? Poor quality telephone box building, confused signage and some evidence of deteriorating paving. Mature London Plane trees create a pedestrian avenue, but can also obstruct movement, activity and views. Could the fountain area be improved?

£120k funding for demolition of public toilets and consideration of public realm improvements approved July 2011. Demolition earmarked for February/ March 2012, followed by public realm options.

6. Fossgate New Footstreet

Very popular destination for restaurants and a mix of independent retailers. Potential to become a footstreet at day and/or night.

Footstreets Review identified Fossgate as the next phase to be pedestrianised.

7. Piccadilly junction improvements

The junction, with heavy car and bus use, effectively cuts off the pedestrian movement and flow from Parliament Street to Piccadilly, not at all helped by the iron guard railings or the positioning of the public toilets and telephones. Relocation of toilets to Silver Street provides an opportunity to reconsider how the site of the existing public toilets is used.

See 15. above. The Footstreets Review has been split to allocate £30k for the footstreets schemes, including Pavement/ Piccadilly junction improvements, and £20k for investigating improvements to Rougier Street/ Station Road.

8. Treemendous

Initiative, in partnership with community groups, to plant 50,000 trees in York over the next 3 years., in line with proposals of New City Beautiful Vision.

Preliminary work has developed project on course for launch and media attention in November of this year, which is the beginning of the first planting season.

9. Duncombe Place public realm enhancement

Challenging opportunity to improve and showcase the last section of this key approach from the Station to the Minster. Potential to become pedestrian boulevard or shared space and opportunities to create quieter spaces at north and south end.

No firm proposals as yet, but CYC Officer discussions are underway, and will build on successful de-cluttering initiatives at Museum Street / Duncombe Place junction.

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Street Furniture A-Z

A Boards
Anti skateboarding
Anti graffiti coatings
Bollards
Bus stops and shelters
Cast columns and overthrows
CCTV cameras
CCTV poles
Cycle racks
Feeder pillars
Lighting of buildings
Lighting columns – location, use of for signs
Litter bins
Manhole and coal covers
Market stalls
Miscellaneous
Pay & Display machines
Pedestrian guard railings
Pedestrian signage
Post boxes
Public art
Railings
Resin bound gravel
Salt/ grit boxes
Seats – siting and useability
Street advertising
Street lighting
Street name signs
Table and chair licences
Temporary features
Telecommunication antennae
Telephone boxes/ kiosks
Trees
Tree grilles
Tree guards
Utility plant and junction boxes

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**Decision Session –
Cabinet Member for City Strategy**

1st December 2011

Report of the Director of City Strategy

City Centre Footstreets Review

Summary

1. The purpose of this report is to briefly review the operation of the footstreets, put forward proposals to improve / update the ongoing management of traffic in the central shopping area and highlight possible future alterations requiring further investigation.

Recommendations

2. It is recommended that the Cabinet Member approves the following (see also the summary of recommendations in paragraph 68:
 - Consult on the introduction of experimental Traffic Regulation Orders to rationalise the hours of operation of the footstreets and extend the regulations to include Fossgate.
 - Investigate the issues surrounding use of the footstreets by blue badge and green permit holders.
 - Note the investigation into the scope for future civil enforcement of moving traffic regulation orders for potential expansion into the footstreets.
 - Consult further on, as part of the potential experimental TRO period above, the options for permitting cycling in parts of the pedestrian zone if / when / where drivers with mobility difficulties are allowed.
 - Note the ongoing implementation of additional cycle parking.
 - Introduce permanent Traffic Regulation Orders to close a route into Blake Street from Duncombe Place.
 - Install advisory 10mph signs at key entry points to the pedestrian zone.
 - Revoke the existing Traffic Regulation Orders relating to the one way system and pay and display parking on an evening.
 - Note the initiation of a Freight Transhipment scheme business case.

- Approve further investigations into expanding the pedestrian zone further towards Monk Bar and amending the traffic management arrangements in Micklegate to enhance pedestrian facilities.
- Approve the implementation of an “A” boards zero tolerance zone.

Reason:

In order to reassert the general principles of the pedestrian zone, give a good foundation for future changes / additions to be build on, provide an improved level of self enforcement and to enable a more straight forward enforcement regime of the regulations where and when necessary.

Background

3. The new council administration made a manifesto commitment to improving the footstreets and city centre (see plan of existing footstreets area in Annex A). A report commissioned by the city council in 2010 recommended the following issues regarding the operation of the footstreets be investigated with a view to implementing some short term changes as part of a longer term strategy of improvements for the city centre area:
 - Standardising the hours of operation,
 - Extending the hours of operation,
 - Including Fossgate into the footstreets regulations,
 - Allowing cycling through the footstreets in some places,
 - Amending the exemption that allows some drivers with mobility difficulties to drive into the pedestrian zone.
4. Also, whilst investigating the above key areas some additional matters have been considered aimed at achieving further improvements or are put forward for future consideration, these are:
 - Implementing a transhipment system to reduce the size and weight of vehicles in the central area to reduce the physical intrusion, damage to highway surfaces and improve air quality.
 - The introduction of an advisory 10mph speed limit.
 - Noting the longer term plans for the Duncombe Place public realm enhancements and consider the short term option of closing off the slip road from Duncombe Place to Blake Street.
 - Alterations to the existing one way system and banned turns
 - Extension of footstreets to include more of Goodramgate, Deangate and College Street area.
 - Removal of pay and display parking provision in the central area.

- Changing the traffic management arrangements in Micklegate.
 - The use of “A” boards in the central area.
5. There are clearly many competing demands on highway use, especially in the central area of a city like York where a high number of activities take place throughout the day, week and year. Balancing those demands so that everyone is content with the outcome is unrealistic, hence before setting out the reasoning for or against possible changes the high level principles of the footstreets area need to be understood and any actions taken within the area should be referenced back to these aims to ensure they accord with and further the overall aspirations for the future of the city centre.
- The city centre is to be a vibrant destination, not a through route for traffic. Hence, it is not just about shopping; there are also events, festivals, street cafes, the city’s ancient heritage and tourism. This aim will help enable York’s city centre to compete with the growth in out of town shopping centres such as Meadow Hall.
 - Pedestrians are at the top of the city’s hierarchy of road user,

Outline of the Footstreet

6. York’s footstreets were created in their current layout and regulations in 1987 (with a few relatively minor modifications since) and was for the time a radical bold move in giving over priority in the street to the pedestrian in a large proportion of the city centre for much of the day. Other benefits of restricting vehicle activity in the central area was the ability to create large areas of public space for a whole variety of uses, such as the Food and Drink festival, Christmas fairs, exhibitions, etc. These events are continuing to grow, not only in number but also in size, and provide a vibrant area of activity that benefits residents, local business and visitors to the city. Complimenting these public areas are the street cafes where private businesses have been given a license to trade in the public highway. These changes transformed the city centre from the traditional street scene of roads lined with vehicles and narrow footways crammed with pedestrians into a series of large open public spaces (such as St. Helen’s Sq. and Parliament Street) and where despite the downturn in the global economy businesses are continuing to trade, expand and new ones open.
7. Although referred to generally as the footstreet or pedestrian zone the area does not operate under a single Traffic Regulation Order, rather it is a patchwork of many different regulations, operating at different times which overall form the footstreet area. This approach was taken in order to meet the needs of the time, but the

consequences are that the regulations can be misunderstood, are not straight forward to remember and in some instances introduce enforcement difficulties for the Police and the Councils Civil Enforcement Officers.

8. Although very successful (see Annex B, photos of typical congestion in the 1960s for comparison) there are ongoing complaints about abuse of the traffic regulations. The current situation is that the council's Civil Enforcement Officers are able to take action if a parking offence is committed, but are not able to take enforcement action on moving traffic offences (though staff do advise drivers that they should be elsewhere). Only the Police have the necessary powers to take action against a driver for a moving traffic offence such as driving into or through Davygate during footstreet hours. It is recognised that the Police have limited resources to put to this type of enforcement and some short term assistance has been provided by the council to aid enforcement action. It should be noted that work has been commissioned to investigate civil enforcement of moving Traffic Regulation Orders using CCTV or rising bollards. This work will initially be centred on removing the illegal use of Coppergate as a through route. Depending on the success and practicality of using such hi tech solutions these measures could be used elsewhere to bring about greater compliance.
9. An additional consequence of the multitude of different regulations referred to above is the subsequent traffic signing required. There is often very little leeway permitted in the design regulations and in conservation areas this can lead to what appears to be a jarringly inappropriate piece of street furniture (see Annex B) which doesn't show the city off at its best. Hence, where recommendations are put forward for traffic restrictions information is also provided on what the likely signing regime would be.

Some Key Changes Over the Last 25 Years

10. Since the footstreets were first implemented there have been changes to legislation, public opinion / expectations and methods of working: for example,
 - A shift of traffic regulation (parking) enforcement to the local authority and a corresponding move of Police resources to their more core duties of crime prevention and detection.
 - Changes to National legislation; for example the traffic regulations governing signing and lining.

- Some streets permit disabled blue badge holders (a national scheme) access, other streets allow access to holders of a green badge issued by the city council
13. In terms of being vehicle free the most successful parts of the footstreet zone are, perhaps not surprisingly, those streets that are physically closed off with bollards put in place at the start of the footstreet period, for example Parliament Street. The ability to extend this form of physical restriction on use by vehicles would lead to the greatest increase in compliance with the regulations.
 14. A consistent set of times and restrictions for the majority of the streets in the area would help reinforce the pedestrian zone operating hours and conditions. Exceptions to standardised times and conditions would only be put forward for streets like the Shambles and Stonegate. In order to encouraging shoppers and visitors to stay longer in the central area and be a catalyst for further boosting the early evening economy in the city centre it would be desirable to extend the hours of operation through the early evening lull to at least 7pm. However, to go from the current operation to a unified system extending into the early evening may well lead to increased concerns / resistance being raised and it is therefore suggested that a more gradual approach be set in motion so that the benefits can be seen and appreciated which would then lead to increased support for the longer term aim.
 15. Informal camera surveys have been carried out to observe the number of vehicles using part of the city centre before and after the footstreets regulations come into operation (see table below).

Day	8am to 10.30am Spurriergate corner	4pm to 6pm Coney St mid way
Monday	220	98
Tuesday	184	115
Saturday	136	36

Please note: these surveys have not distinguished between those vehicles loading or unloading and those merely gaining access in to the area. However they do give a good indication of the level of activity currently taking place and therefore what could reasonably be expected to take place in the future.

It is reasonable to assume that if the hours for access by vehicles are reduced as a result of extending the footstreets hours of operation this volume of traffic would be further concentrated into

the remaining hours of the day when deliveries normally take place. Therefore if the end time of the footstreet hours co-insides with or is later than the bulk of the businesses closing time all deliveries are likely to take place during the morning before the footstreet regulations begin.

16. Servicing on a weekend however is lower than during the week, hence whilst there may be some initial difficulties due to changes these would likely quickly resolve themselves and retail businesses would benefit from the improved environment.
17. It should be noted that a Traffic Regulation Order of an absolute prohibition on access to premises by vehicles of more than 8 hours duration within a 24 hour period would, if it attracted an objection, lead to a public enquiry. The time periods put forward for consideration are:
 - A. 10.30am to 4.30pm (6 hours duration) – these are the times currently enjoyed on a Saturday and are considered the minimum that should be taken forward as a first step to achieving the aim of footstreet hours of greater duration.
 - B. 10am to 5pm (7 hours duration) 7 days a week – (Note: a 10.30am start could also be considered within this option). This is a more ambitious recommendation than A above and is likely to attract more concerns being raised and, as with A above should be considered a first step in a process of, and provide a firm foundation for, extending the footstreet hours to 7pm.
 - C. As B above but extend the footstreet hours to 6pm.
 - D. Keep the hours of operation during Monday to Friday as they are, that is 11am to 4pm, but increase the hours on Saturday and Sunday from 10.30am to 4.30pm and Noon to 4pm respectively to 10am to 6 or 7pm. In the medium term these hours of operation could also be considered for regular Thursday late night trading. This is the recommended option as it sets the scene for the longer term aim. It is also suggested that a commitment be made to reassess the hours of operation after a period of 12 to 18 months with a view to taking the end time up to 6 or 7pm daily
 - E. 10am to 7pm (9 hours duration) – (Note: as above a 10.30am start could also be considered within this option). This is not the recommended option at this time due to likely increased levels of concern raised related to operational issues for businesses and residents in the central area that would be difficult to overcome or give reassurance over.

18. The conditions outside the footstreets hours put forward for consideration are:
 - A. Keep the current mix of except for loading and except for access in different streets. This is not the recommended option because it is inconsistent and can be confusing.
 - B. Outside the footstreet hours it is suggested that the conditions be unified to just prohibiting motor vehicles except for access and blue badge holders. This is the recommended option.

Fossgate

19. Fossgate at present is covered by a No Motor Vehicles except for loading 8am to 6pm Monday to Saturday Traffic Regulation Order. This restriction like all other access only type restrictions has only limited success and relies on enforcement by the police, which as mentioned above is an unrealistic expectation for regular ongoing attention given their other priorities. Although there are yellow line parking restrictions down both sides of Fossgate for most of its length (some parking is permitted during the evening in some areas) daytime parking is quite extensive. This parking if not illegal will be either for the purposes of loading and unloading or the driver will have a blue badge.
20. The options here are to:
 - A. Leave the restrictions as they are. This is not the recommended option.
 - B. Change the restrictions to the same as those taken forward for the footstreets. This is the recommended option and will have the effect of extending the footstreets zone into this busy street in a clear, concise manner.
 - C. Introduce a variant of the above. This is not recommended.
21. Again, in terms of absolute control over access during footstreet hours this would be most reliably achieved using removable bollards to physically prevent abuse of the regulations. Any compromise to the access limitation will likely reduce very significantly the success of the pedestrian regulations.

Cycling

22. At present cycling is not permitted in the footstreets during the varying hours of operation; however these regulations are subject to abuse by a noticeable minority and are an ongoing source of complaint from individuals and groups for enforcement action to be carried out by the Police.

23. Undoubtedly much of the abuse of the regulations will be intentional. However, without wishing to condone these actions there are circumstances that may give the impression to some that cycling is acceptable. For example, some car drivers are allowed to drive through part of the pedestrian zone which weakens the overall car free environment understanding and, there are many cycle parking racks in the central area that arguably could lead to an expectation that they are immediately accessible by cycle.
24. The most direct East to West cross city centre route that cyclists are able to use during footstreet hours is via Coppergate. This route skirts the edge of the footstreets and is on a reasonable desire line. The shortest North to South route on the other hand is off the desire line, lacks an attractive draw to encourage its use and involves cyclists competing with significant motor vehicle traffic and large vehicles. The table below gives a comparison of cycle journey times along various routes. Please note: these times were recorded during the servicing hours when there were few pedestrians in the street. It can reasonably be assumed that during the core pedestrian hours when the streets are thronged with pedestrians that cycle times would be considerably greater.

Route	Journey time
Duncombe Place to Piccadilly via Goodramgate, Aldwark, Stonebow	3:30
Duncombe Place to Piccadilly via Davygate and Parliament Street	1:45
Piccadilly to Duncombe Place via High Ousegate, Coney St & Lendal	3:00

Other routes for cyclists to avoid the footstreets area involve more extensive use of the inner ring road.

25. A relatively straight forward, though quite minor, improvement for cyclists would be to allow them to travel through Bootham Bar from the Bootham direction to the Minster. This would require an amendment to the Traffic Regulation Order, but by treating this section of road differently to the main footstreets area there is potential to remove the need for the large variable message sign from the front of Bootham Bar (see photo in Annex E).
26. Some cities permit cycling in their pedestrian zones and other cities don't. Arguments can be put forward for both approaches and there

is no conclusive evidence that can be put forward to confirm to either those very much in favour of or those totally opposed to permitting cycling, the safety or lack of safety when pedestrians and cyclists are allowed to mix in the same space. It would be fair to assume, however, that if cyclists were permitted to use just some of the footstreets the likelihood is that there would be an increase (possibly unintentionally due to ignorance of the changing regulations within the pedestrian zone) in the illegal use of the other footstreets.

27. In considering this matter it is also worth bearing in mind that whilst York's pedestrian zone is regarded as very large for a pedestrian zone, especially for a city the size of York, in actual fact the main shopping area is quite compact and is comparable in size to the Meadowhall shopping centre. Walking from one side of the pedestrian zone to the other by someone of average health and mobility takes:

Duncombe Place to Piccadilly 5 ½ minutes

Nessgate to Deangate 6 ½ minutes

The time taken to walk from the edge of the pedestrian zone to some of the cycle parking facilities in the central area is only a few minutes at most.

28. Another issue regarding cycling in the footstreets is that not only are the access restrictions abused by some cyclists but also the one way streets are cycled along the wrong way. Again, as with abuse of the access restrictions, enforcement action for ignoring no entry signs can only be taken by the police.
29. Some investigations have been carried out into the practicality of providing a cross town centre route for cyclists, initially centring on the Colliergate, King's Square and Petergate route. Whilst there looks to be sufficient road width available to achieve a cycle by pass of the no entry signs in accordance with the regulations (please note: it would appear from recent changes to the signing regulations that there is now scope for requesting special approval for a more simple exemption to the No Entry regulations) it is very doubtful given the volume of pedestrians in Petergate in busy periods that this would be an attractive route due to the street being thronged with pedestrians. Hence, consideration has also been given to reinstating the old Davygate contra flow cycle lane that ended at New Street and then routed cyclists down New Street and part of Coney Street. Again, the Coney Street section of the route will at busy times be almost impassable by a responsible cyclist. Alternatively, consideration could be given to allowing the route to

continue along Davygate to St. Helen's Square and Lendal, but further more detailed investigation would be necessary.

30. Bearing the above in mind, the decision on what action should be taken is more of a "lifestyle" type of choice than one based on hard facts, the options put forward for consideration are:
- A. To make no change to the existing regulations and maintain the prohibition on cycling during footstreet hours. This is not the recommended option.
 - B. Using the principle of "if it's safe for a limited number of cars to use a route through the pedestrian zone then it's safe for cyclist to use as well", allow cycling along the same routes as the Blue badge / green permit holders use for a trial period. This is the recommended option, but is tied very closely with the options in the following section on blue badge and green permit holders. Added to that, additional design work is required before a practical workable solution can be confirmed.
 - C. To change the Traffic Regulation Order for High Petergate between the Bar and Duncombe Place to allow cyclist to use this route at all times whilst prohibiting all other vehicles except for access outside the footstreet hours. This is a recommended option.
 - D. To allow unrestricted cycle use within the pedestrian zone. This option whilst not recommended at this time is put forward as a potential longer term alteration to the regulation and should be reviewed again in 5 years.

Cycle Parking

31. The following areas close to the city centre (see also plan in Annex F) have been identified as having potential to accommodate additional cycle parking that will be attractive and convenient to use.

Location	CCTV Coverage
Piccadilly (A)	Yes
Piccadilly (B)	Yes
Blake Street	Yes
St. Sampson's Sq.	Yes
North Street	No

Micklegate	Yes
Library Square	No
Exhibition Square	Yes
Market area	No

32. It is recommended that these new cycle racks continue to be implemented at the earliest opportunity using existing cycle budgets.

Blue Badge and Green Permit Holders

33. It should be noted at the outset that there is no legal requirement for the Highway Authority to provide vehicle access into pedestrian areas for those with mobility difficulties. However, being mindful of the mobility difficulties some members of the community have, measures to mitigate the consequences of implementing stringent access restrictions should be put forward for consideration.
34. The Davygate, St. Sampson's Square, Church Street route through the pedestrian zone is available during the footstreet hours for use by those blue badge holders (national scheme) who have qualified for a green permit (City of York Council scheme). This Green permit scheme was introduced at the start of the footstreets in 1987 as a compromise to try to resolve concerns related to those with the greatest mobility difficulties and the size of the pedestrian zone.
35. There are regular complaints about the misuse of the footstreets by blue badge holders. The blue badge scheme is a national system for those with mobility difficulties that allow the holder to park for up to 3 hours on yellow lines where there isn't also a loading restriction; the local Highway Authority has no powers to deviate from this national scheme. The green permit system was introduced by the city council to allow access into part of the footstreet zone for those with the most severe mobility difficulties. This green permit system is managed by the City Centre Managers office and conditions can be altered by the City Council in its role as Highway Authority.
36. Those blue badge holders who choose, either knowingly or by mistake, to drive past the access restriction into the city centre using the route set aside for the green permit system cannot have enforcement action taken against them by the city council's CEO's because the driver is committing a moving vehicle offence. If the driver then decides to stop on the yellow lines to park they are permitted by the Blue Badge regulations to park for up to 3 hours

and no parking enforcement action can be taken until that 3 hours is up despite the fact they have travelled there illegally. Unsurprisingly this situation is a source of frustration for those issued with a Green permits who are then unable to find a parking space.

37. There is also much greater use of the area by motor vehicles than was ever anticipated because drivers enter the area to, often unsuccessfully, find a parking spot. Hence the Davygate / Church Street route has become something of a through route rather than somewhere a small number of drivers can access to park and then leave again once their business is completed. To give some idea of the numbers involved:
- The length of road can accommodate parking for around 50 cars (see plan in Annex G),
 - The current number of green permits in circulation is approximately 2000.
38. In addition, it should be noted that the route from the Goodramgate direction results in drivers ending up in what is effectively a cul-de-sac because once past the turn into St. Sampson's Sq. they can't proceed along Parliament Street, Feasegate or Davygate. The driver then has to do a turn in the road in busy pedestrian conditions. During the most recent Food and Drink festival these conditions escalated to a point that resulted in an emergency road closure being put in place at the Church Street / King's Sq. junction for the remainder of the festival during pedestrian hours.
39. A recent spot check on blue badge / green permit vehicles parking along the Davygate to Church Street route revealed under half of the vehicles parked (see table below) were displaying a green permit and whilst this observation was made during a period when utility works were taking place on Colliergate it is thought likely to be reasonably representative.

Time	Davygate	St. Sampson's	Church St.	Total.
No badge	2	1	0	3
Blue badge	5	7	1	13
Green permit	1	10	2	13

40. To sum up, the City Council's Green permit system for the city centre whilst well intentioned and initially quite successful has failed

to a large degree in the longer term in regard to excluding non-green badge holders vehicles from the footstreets and has not provided, in recent years, the increased access for those with the greatest mobility difficulties that the scheme was implemented for. It is also thought unlikely that the implementation of a new scheme to replace the green permit scheme would result in greater compliance with the regulations if the two schemes were to run seamlessly from one to the other as many drivers would remain unaware, as now, of the regulations in place that prohibits them from entering the area.

41. Whilst there are a number of options and variations within those options that could be considered, for example:
- Remove the Davygate, St. Sampson's Square and Church Street route for green permit holders.
 - A re-launch of the Green permit scheme together with revised signing and a better access control option.
 - Allow access along the route only from the St. Helen's Sq direction.
 - Allow access to St. Sampson's Sq only from the Goodramgate direction, creating in effect a minor traffic cell that eliminates through parking.
 - Extend, or transfer if the existing route is closed, the green permit scheme to cover the Blake Street, Lendal and Goodramgate, Colliergate loops.

It is considered essential to carry out detailed consultation with those affected by any changes to the green permit scheme before measures are put forward for formal consultation for either permanent changes to the Traffic Regulation Order or an Experimental scheme. Also, further investigation will be carried out into how other authorities tackle such issues taking into account the scale of their pedestrian schemes and what mitigating measures they use or have tried.

42. Some initial thoughts have been given to the issue of more sophisticated enforcement such as CCTV, number plate recognition and / or rising bollards. However, these require much more detailed investigation to understand the likely very high installation costs, ongoing running costs, reliability, likely high visual impact on the street scene, etc. and will be subject to a further report at a later date with recommendations.
43. The ability to create additional parking spaces on street in a city like York has limitations due to the nature and character of the highway network, particularly in or close to the central shopping area.

However, there is potential for additional spaces on Piccadilly (see plan in Annex G). The greatest potential for providing additional parking is to give over more of the spaces in the council run car parks for exclusive use by blue badge holders.

44. It should also be noted that a shopmobility scheme operates from Piccadilly car park. Blue badge holders are allowed to park for no charge in council run car parks and the shopmobility scheme allows those with reduced mobility to hire electric mobility scooters for the day at a charge of £3 (there is also an annual fee of £12).
45. The Dial-a-Ride bus, which is adapted to carry those with mobility difficulties and their wheelchairs, is also permitted to enter the pedestrian zone via the Davygate, Church Street route and there are no proposals to remove this ability to access the central area.
46. The following options are put forward for consideration:
 - A. Leave the current regulations as they are. This is not a recommended option because this system has been compromised and recovery from this position is not considered a viable option.
 - B. Carry out consultation regarding possible changes to the current Green permit scheme. This is a recommended option and would result in a further report to this meeting at a later date to consider how these issues would be best taken forward.
 - C. Investigate further the practicalities of implementing a “hi tech” solution to enforcement of the traffic regulations for the medium term. This is a recommended option for the medium term.
 - D. Create a disabled persons parking bays for 3 hours maximum on Piccadilly as shown on the plan in annex F. This is a recommended option.
 - E. Increase promotion / awareness of the Shopmobility in Piccadilly car park and Dial a Ride schemes. This is a recommended option.
 - F. Increase the number of disabled car parking bays in City Council operated car parks, and by a higher amount in those closest to the central area (Piccadilly, Castle, Bootham Row and Monk Bar) in corresponding numbers to those potentially removed from the route through the central area. This is a recommended option and whilst not committing the authority to reductions in city centre on street parking would complement such action if taken forward at a future date.

Freight Transshipment Scheme

47. Work is currently being taken forward to look at a business case for the introduction of a freight transshipment scheme for the city centre. This will be the subject of a further report at a later date.

Speed Limit

48. The speed limit through the pedestrian zone area is 30mph. This is because there are street lights in place and as such the speed limit is at the national standard. A city wide 20mph strategy is currently in the process of being developed, the aim of which will be to reduce the speed limit on much of the built up highway network 20mph. Bearing in mind it is more than likely that even 20mph could still be considered inappropriately fast in the central area for a lot of the time due to the pedestrian activity, the low number of vehicles allowed in the central area and the fact that the majority of those vehicles do travel at very low speeds (fully appreciated that some do drive at inappropriate speeds) the value of enforceable or correctly designed / positioned signs is questionable at this time.
49. The success at reducing vehicle speeds will be best achieved through the design / appearance of the central area road network. However due to the high costs such work would entail this is a longer term aim and in the meantime until the 20mph strategy is in place it is suggested that an advisory maximum speed limit be signed at the entry points only (see example in Annex H).
50. The options put forward for consideration regarding speed restrictions are:
 - A. Take no action at this time. This is not recommended option.
 - B. Make a commitment to achieve the longer term aim of creating a street environment through design that results in drivers reducing their speed to in the order of 10mph. This is the recommended option and it is further recommended to approve the installation at suitable locations advisory "maximum speed 10mph" signs as a first step to this aim.

Duncombe Place Public Realm Enhancement

51. Work is currently being taken forward to develop a scheme to improve and showcase the last section of the approach from the Station to the Minster. A key element of this would be the design of the Duncombe Place junction. Whilst redesigning the Duncombe Place junction opportunity can also be given to considering a redesign of the Blake Street junction to enhance the approach to the footstreets so as to further discourage vehicles from entering

through design rather than by enforcement of regulations. The plan in Annex I illustrates an outline concept.

52. The slip road from Duncombe Place to Blake Street (see Annex I) seems to serve very little purpose; rather it appears to be little more than a left over road alignment dating back to when Duncombe Place was a through route (the A64). The road alignment makes it possible for a driver to enter the pedestrian zone from Duncombe Place at speeds higher than is desirable. In addition, whilst perhaps not as frequently used as other entry points to the pedestrian zone the same signing regime is required as at the main entry points, hence the need for the large variable message sign in place, regular observation of which doubtful.
53. Although on the face of it there may seem to be little benefit in considering this action there are some ongoing cost savings that can be achieved, whilst still allowing the route to be used for events (parades, cycle races, etc.). There may also be scope for some additional cycle parking provision in the area, though at present a scheme has not been developed for consideration.
54. The options put forward for consideration here are:
 - A. To take no action.
 - B. To close the route to traffic, except pedal cycles, using one or more removable bollards. This is the recommended option for the reasons given above.
 - C. It is also recommended to develop a scheme for additional cycle parking.

One Way System and Banned / Mandatory Turning Movements

55. Almost all the streets within the existing pedestrian zone are subject to one way traffic regulation orders. However, whilst these may have originally been put in place in accordance with the regulations there are now virtually no one way signs on street that would enable a successful conviction. There are however still all the necessary no entry, banned and mandatory turn signs which can be enforced and it is these signs and the character and design of the streets that achieve the desired one way working rather than the non-existent one way signs. Consequently removing the one way orders should not lead to a change in current driver behaviour as there is nothing at present to indicate their existence on entering a street.
56. There is no benefit having unenforceable traffic restrictions in place on street or in the Traffic Regulation Order. The options put forward for consideration here are:
 - A. To take no action. This is not the recommended option.

- B. To bring the signing regime up to standard required for the regulations. This is not the recommended option because it would cost many thousands of pounds to implement and achieve virtually no change to traffic management.
- C. To revoke the one way system and rely on the existing no entry plugs, banned and mandatory turning movements. This is the recommended option because it reflects largely what is currently in place and will allow a reduction in illuminated signing in Parliament Street.

On Street Pay and Display Parking

57. At present during the evening there are some streets in the central area where on street parking for any driver is allowed. Some of the consequences of this are:
- Drivers enter the central area seeking one of the limited number of spaces to park. This then increases the number of vehicles driving through the area, which although not a footstreet during the evening erodes the status of the central area as not for general traffic.
 - The parking regulations have to be signed and lined and ticket machines put in place along with the occasional bollard aimed at preventing damage. For example there are 7 items of street furniture associated with the 9 or 10 parking bays on Blake Street, most of which is quite unsightly.
 - A reduced opportunity for blue badge holders to park up for 3 hours when attending an evening event or going to a restaurant.

58. The options put forward for consideration are:

- A. To take no action.
- B. To remove the formal parking bays in the central area (see plan in Annex J) and replace with no waiting at any time restrictions. This is the recommended option.

Extending Footstreet Regulations further along Goodramgate

59. The existing start point of the pedestrian zone on Goodramgate is at its junction with Deangate / College Street (see Annex K). This location has some practical advantages however there is little difference in environment between the 2 sections of Goodramgate and there would be benefits for shoppers, and therefore businesses as well, if general traffic usage could be reduced further.
60. Initial thoughts are that the use of regulations would be problematic due to the access requirements of residents off Aldwark and for

formal events at venues like St. William's Collage and the Treasure's House. Hence at present the options put forward for consideration are:

- A. To take no further action at this point.
- B. To approve further investigation into the possibilities of amending the local road network, regulations and built environment aimed at achieving reduced vehicle flows. This is the recommended option.

Potential for Alterations to Traffic Management in Micklegate

61. Micklegate has some parallels to the footstreets in that it is lined with retail properties for most of its length, but it is clearly still dominated by general traffic, much of it through traffic, that doesn't bring any real benefit to the local retailers. Obviously Micklegate does differ quite significantly from the central shopping area as there are significant numbers of residents living in and directly off Micklegate who would need to be accommodated and the section between George Hudson Street and Ouse Bridge is a key bus corridor; hence full pedestrianisation for the full length of the street is unlikely to be a realistic option. However, there may be scope to restrict traffic flow / movements and undertake some partial pedestrianisation, particularly at the Bar and along the central section of Micklegate, that would enable the implementation of features aimed at improving the space available for pedestrian use and further encourage the growth of activities such as pavement cafes and restaurants on suitable buildouts to improved local trade. Some additional locations could also be provided to facilitate additional cycle parking. Clearly such proposals would need much more detailed investigation and even modest proposals are outside the scope of this report. The options are therefore:

- A. To take no further action. This is not the recommended option.
- B. To approve exploratory discussions with the Micklegate Traders group and residents in the area, plus initial investigations as a consequence of these discussions. This is the recommended option.

“A” Boards

62. Current practise is to tolerate “A” boards on the highway unless complaints are made and generally speaking this works quite well given the resources available. However, in the central area if action is taken it is often regarded as “unfair” because we haven't issued notices to every business to clear the whole area. Clearly because the central area has the greatest number of businesses competing

for trade the unchecked use of “A” boards could, or possibly already has (see photo in Annex L) undone much of the Council’s efforts to clear the streets of unnecessary items of street furniture. It is suggested therefore that a zero tolerance approach be taken to the streets in the footstreets (plus a few others close by).

63. The options put forward are:

Take no action at this time to amend the current practise.

Designate the area outlined in the plan in Annex M as a zero tolerance zone and initiate a brief campaign to initially encourage businesses to remove their boards and then implement action to remove those boards left in place. Once the zone is established it should become much easier and swifter to resolve complaints from the public about obstructions. This is the recommended option.

Consultation

64. A limited amount of informal consultation has been carried out so far to gain a feel for how some of the possibilities under consideration would be received. The responses are summarised in Annex N, but the headline result is that the wants and needs of the differing groups cut directly across each other in many instances and even within the wider definition of some groups there are conflicting interests.
65. Any changes to the current traffic management in the city centre will have to go through a formal Traffic Regulation Order process. There are two routes available:

Firstly, the permanent Traffic Regulation Order. This is the usual option and is put forward where there is a high degree of certainty as to the outcome in terms of managing traffic, the expectations of the travelling public and those living / working in the area. The minimum legal requirement for a permanent TRO proposal is they have to be advertised in the local press, giving 3 weeks to make a formal representation (York’s current practise is to exceed to legal minimum requirements). Any objections made would be reported back to a council meeting for a decision on whether to proceed as planned or not.

Secondly, the Experimental Traffic Regulation Order (for 18 months maximum). This option is often used where there is a desire to try out regulations where there is a degree of uncertainty as to the outcome and where some changes may be considered desirable within a short time of the scheme being implemented in order to resolve problems. Experimental orders are implemented without going through the objection period first, but any objections made

during the first 6 months would have to be considered in much the same manner as for a permanent order and changes can be made to the scheme. At the end of the 18 month period the experimental order would either have to be made permanent or it would be removed and the previous restrictions would be reinstated.

66. There are also organisations that have to be formally advised of TRO proposals. Again, City of York Council current practise is to circulate information more widely than is required by law and it is considered in this case that all reasonable efforts should be made to ensure details are made available to groups in York with an active interest in the footstreets area.
67. Some of the proposals put forward are of a relatively straight forward nature and are ideal for the permanent TRO route. However, given the potential scope of the remaining changes in terms of area, times and operational conditions being put forward it is suggested that following some more detailed consultation the experimental TRO route be used. This gives the most flexibility to the authority and will allow users the opportunity to experience the proposed changes and, if problems are realised, construct a better informed representation during the experimental period.

Summary of Recommended Options

68. The following is a summary of the recommended options above.

Carry out further discussions with city centre retail, business, church groups, etc. with a view to implementing an Experimental Traffic Regulation Order as outlined below:

Core Pedestrian zone streets (see Annex O):

No vehicles 11am to 4pm Monday to Friday and 10am to 7pm Saturday and Sunday. This would be controlled by the use of bollards put in place at the start and end of the period.

No motor vehicles except for access and blue badge holders for the remaining hours.

Stonegate and The Shambles to remain as they are at present.

Pedestrian zone outer streets (see Annex O) to be:

No motor vehicles 11am to 4pm Monday to Friday and 10am to 7pm Saturday and Sunday except for permit holders.

No motor vehicles except for access and blue badge holders for the remaining hours.

Petergate between Bootham Bar and Duncombe Place

Advertise a permanent Traffic Regulation Order permitting cyclists to use the street at all times and prohibiting all other traffic except for access and Blue badge holders outside the footstreet hours.

Hold further discussions with city centre retail, business, church groups, etc. on the proposals outlined above for the operating times of the footstreets

Fossgate:

Hold further discussions with city centre retail, business, church groups, etc. for Fossgate to operate as a footstreet under the same conditions as the pedestrian zone core streets, including the use of bollards (see Annex O).

Cycling in the pedestrian zone:

No change to the present, unless a green permit type vehicle access exemption is retained in which case cyclists be permitted to use the same route (this would also be part of the further discussions with city centre retail, business, church groups, etc.

If cycling remains prohibited this issue should be reviewed again in 5 years time.

Cycle Parking:

Continue implementing additional cycle parking racks.

Blue badge / Green permit holders:

Carry out detailed consultation with groups representing those with restricted mobility, particularly those with the most severe difficulties on options regarding the continuation of the existing green permit scheme or a revised scheme.

Create an additional parking for disabled drivers on street in Piccadilly.

Increase the number of parking bays for blue badge holders in the council run car parks.

Boost awareness of the shop mobility and dial a ride schemes.

Speed limit:

No change, but erect signs indicating a maximum speed of 10mph at strategic entry points.

Blake Street slip road:

Advertise a permanent traffic regulation order to close the road to motor vehicles.

One way system:

Advertise a permanent traffic regulation order to revoke the one way traffic regulations and rely on the no entry, banned turns and mandatory movement signs.

Pay and Display parking bays

Advertise a permanent traffic regulation order to revoke the regulations permitting parking overnight in Blake Street, Lendal Goodramgate and Duncombe Place.

Further expansion of the Pedestrian zone:

Carry out an investigation into the feasibility of extending the pedestrian zone along Goodramgate towards Monk Bar and by association this would have to include Deangate and College Street.

“A” boards

Implement a zero tolerance zone in the central area.

Micklegate Traffic Management

Enter into discussions with Micklegate area traders and residents.

Carry out an investigation into the feasibility of amending the traffic management arrangements in Micklegate to achieve a better environment for shoppers and reduce the impact of unnecessary through traffic.

Council Plan

69. Considering this matter contributes to the corporate strategies of Thriving City, Inclusive City and City of Culture.

Implications

70.

Legal	There are no legal implications.
Financial	There are no financial implications.
Human Resources	There are no HR implications.
Crime and Disorder	There are no crime and disorder implications
Sustainability	There are no sustainability implications
Equalities	There are no equalities implications at present
Property	There are no property implications

Risk Management

71. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Contact

Details:

Author

Alistair Briggs
Traffic Network Manager
Tel No. (01904) 551368

Chief Officer Responsible for the Report

Richard Wood
Assistant Director City Strategy

**Report
Approved**



Date 17/11/2011

Wards Affected: Guildhall

All

For further information please contact the author of the report

Annex A - Plan of existing footstreets zone area

Annex B – Photographic 1960's congestion

Annex C – Sign outside Betty's, Davygate

Annex D – 2011 list of street festivals and markets

Annex E - Bootham Bar vehicle prohibition sign photo

Annex F - Cycle rack location plan and cross town walking journey times

Annex G - Green Permit Parking Availability

Annex G1 Piccadilly – potential disabled parking

Annex H - Example of advisory 10mph maximum speed limit

Annex I - Duncombe Place / Blake Street junction + slip road closure

Annex J - City centre on street pay and display parking spaces

- Annex K Potential Goodramgate extension to the footstreets
- Annex L Multiple "A" board example photograph – Goodramgate
- Annex M Plan of proposed zero tolerance "A" board zone
- Annex N Preliminary consultation letter + summary of responses
- Annex O Plan of revised pedestrian zone proposals for consultation

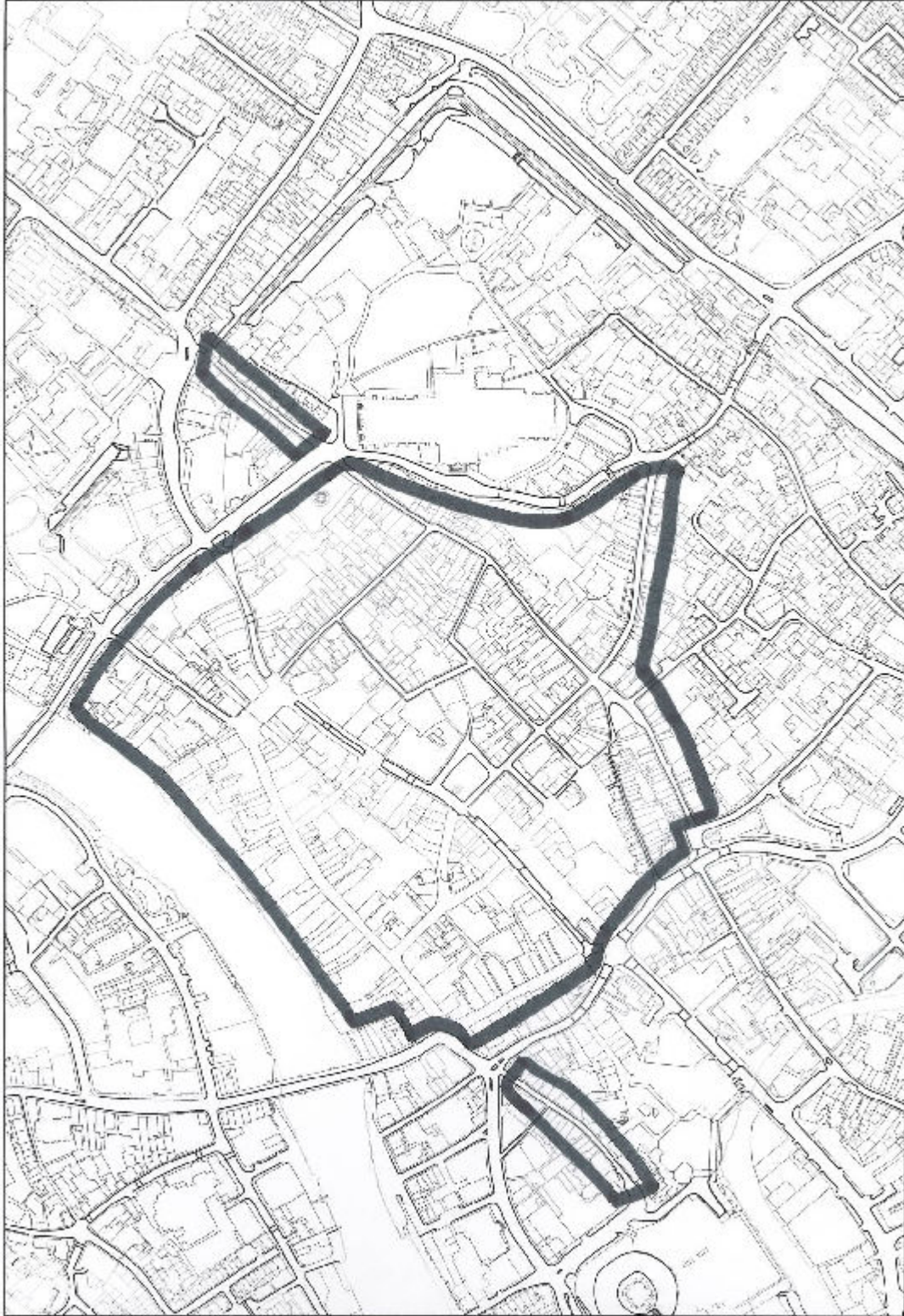
Background Information

None

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Annex A

Plan of the Existing Pedestrian Zone Area



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Annex B

Photo of 1960's Congestion



(Note 2 way traffic in Goodramgate!)

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Annex C

Sign outside Betty's, Davygate



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Annex D
2011 - EVENTS CALENDAR

FARMERS' MARKET

Last Friday of each month – except:
18th February
11 November
21st December (St Sampson's Square).

CONTINENTAL MARKET

22-27th FEBRUARY & VIKING FESTIVAL
9 - 12 JUNE
13TH - 16TH OCTOBER

FAIR TRADE FESTIVAL

11-13TH March

EASTER CRAFTS & FOOD FAYRE

21 – 23 APRIL

EASTER SUNDAY MARKET

24TH APRIL

MADE IN YORKSHIRE CRAFTS

21-25TH APRIL
25TH TO 29TH MAY
26TH TO 30TH OCTOBER
24-27TH NOVEMBER (Guildhall)
1st December – 18th December.

ITALIAN MARKET & ALFA ROMEO OWNERS CLUB

1 – 3 MAY

(ALFA ROMEO OWNERS CLUB DAY 1st MAY)

ART FESTIVAL

7/8th MAY

MADE IN CUMBRIA REGIONAL FOOD FAYRE

20 – 22ND May

MINI FOOD AND DRINK FESTIVAL

28-29th MAY

SUMMER CRAFTS & FOOD (*INCLUDING TEA ON THE LAWN*)

7-10th JULY

YORKSHIRE DAY

1 AUGUST

CHARITY MARKET

30th July

PEPPERHEARTS PLAY LIVE

Bank Holiday Monday 29 August

FESTIVAL OF FOOD & DRINK

16TH SEPTEMBER – 25TH SEPTEMBER

BIG GREEN MARKET

3/4/5/6 NOVEMBER

ST NICHOLAS FAYRE

24-27^h NOVEMBER

YORK'S FESTIVE FAYRE

3-18TH DECEMBER

In addition there are many other festivals and events not directly promoted by the City Centre Managers office, for example:

- Festival of Traditional Dance
- Illuminating York
- Carnivals
- Jane Tomlinson 10k Run for All
- Viking Festival
- The Festival of Angels
- City Centre Cycle races
- Parades
- Protest marches
- The Latin festival
- Art exhibitions
- TV and Film productions
- Winter Wonderland / Santa's grottos
- Etc

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Annex E

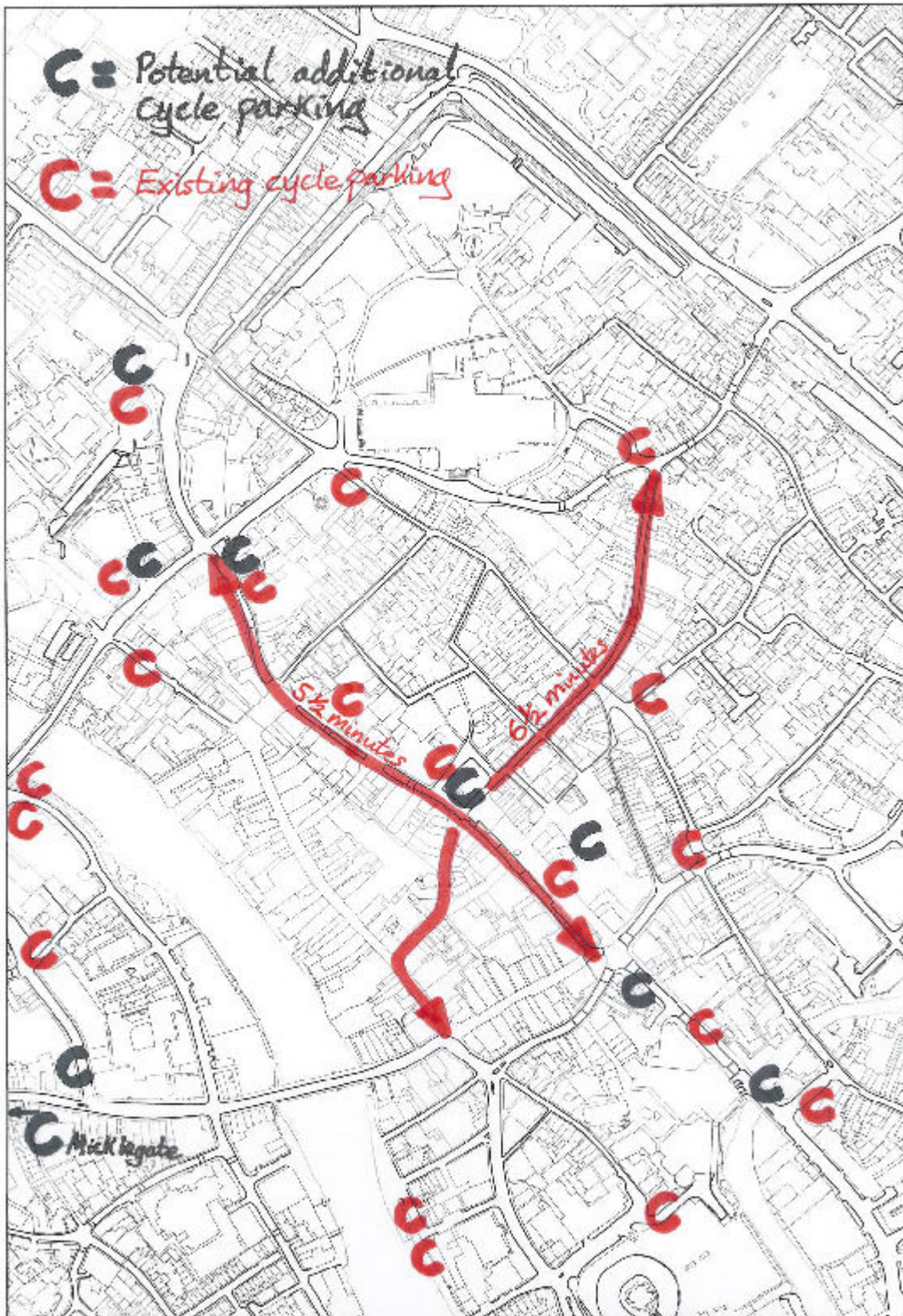
Bootham Bar Vehicle Prohibition Sign



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Annex F

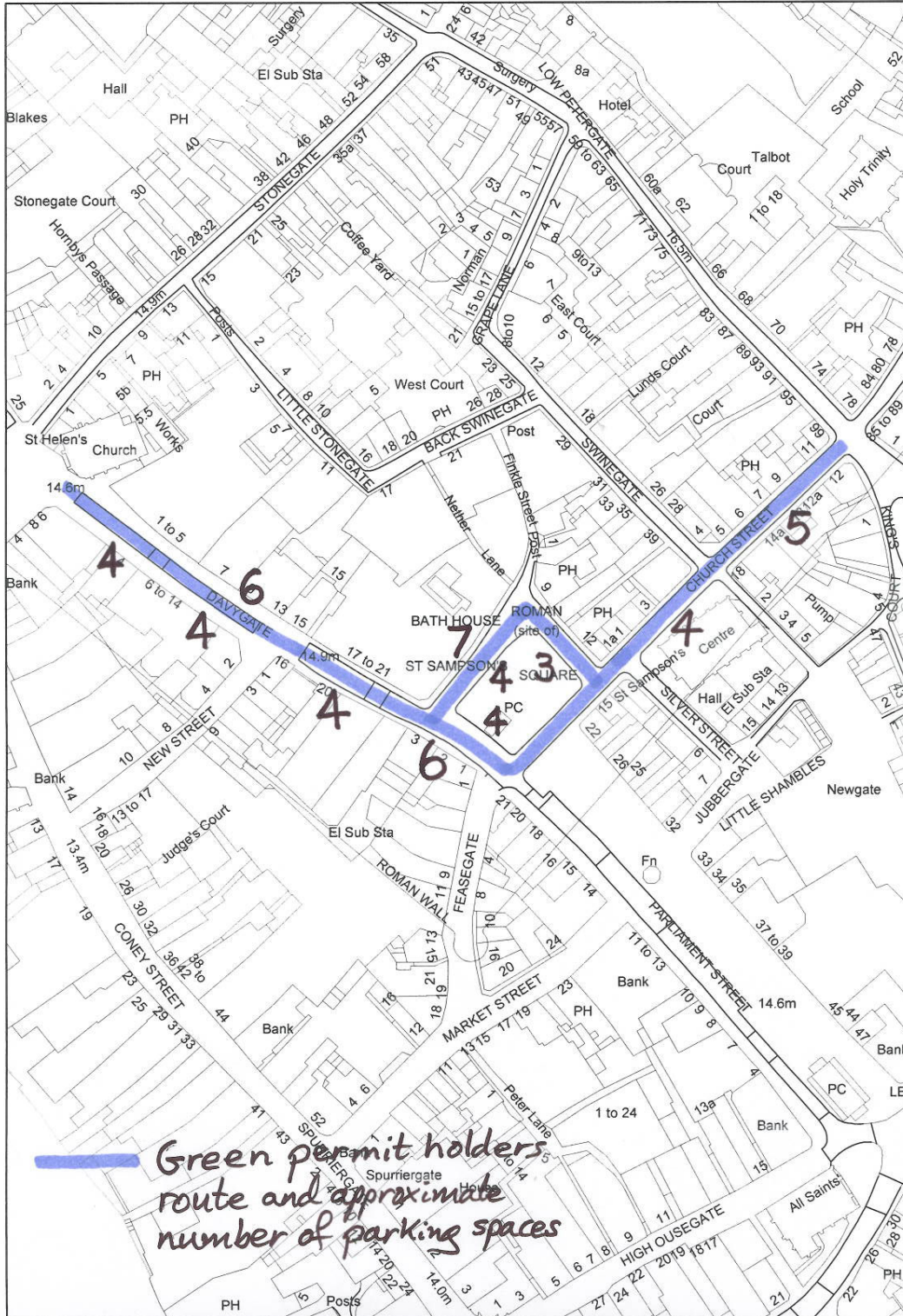
Cycle Rack Location Plan and Cross Town Walking Journey Times



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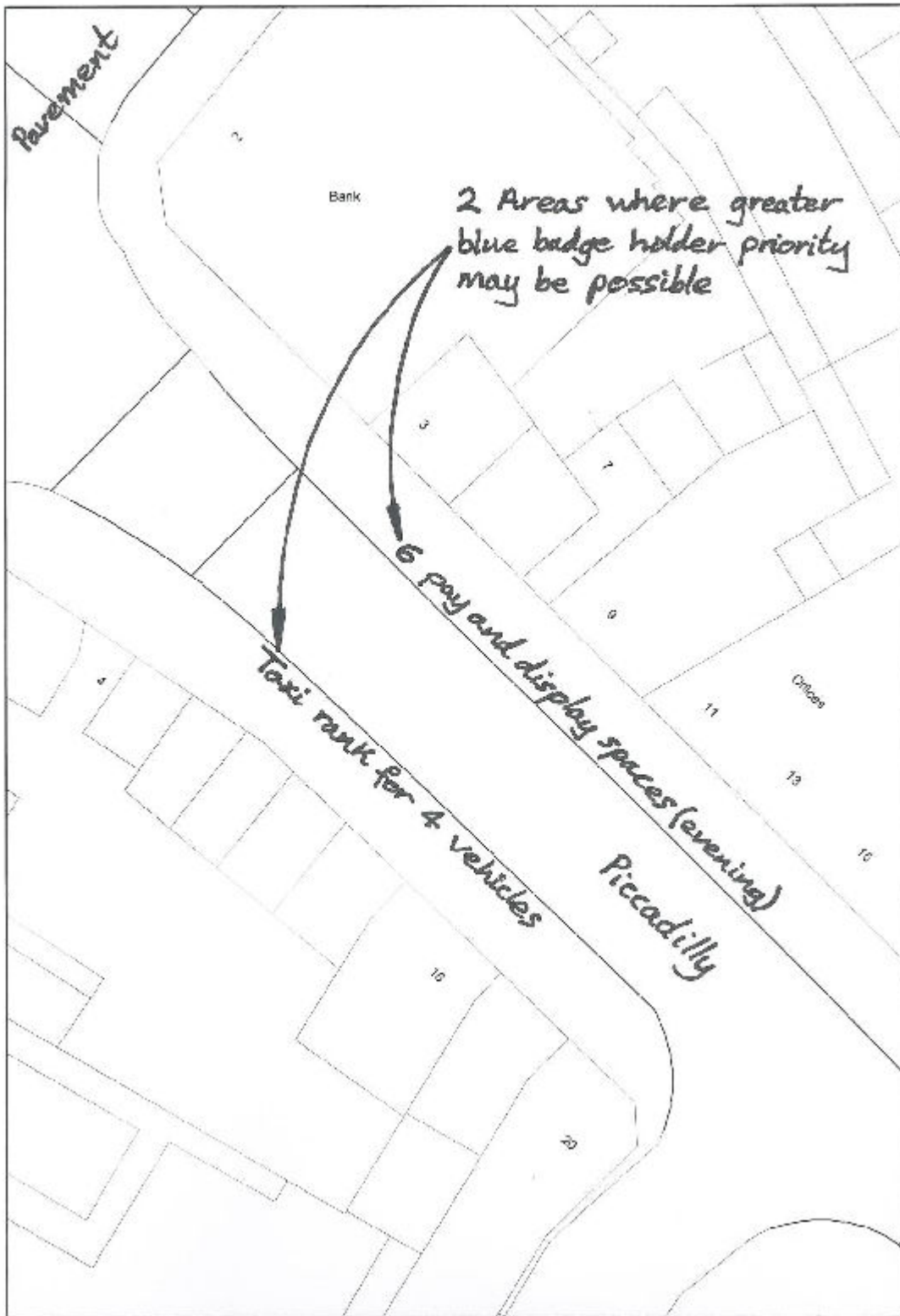
Annex G

Green Permit Parking Availability



Annex G1

Piccadilly - Potential Disabled Bays



Annex H

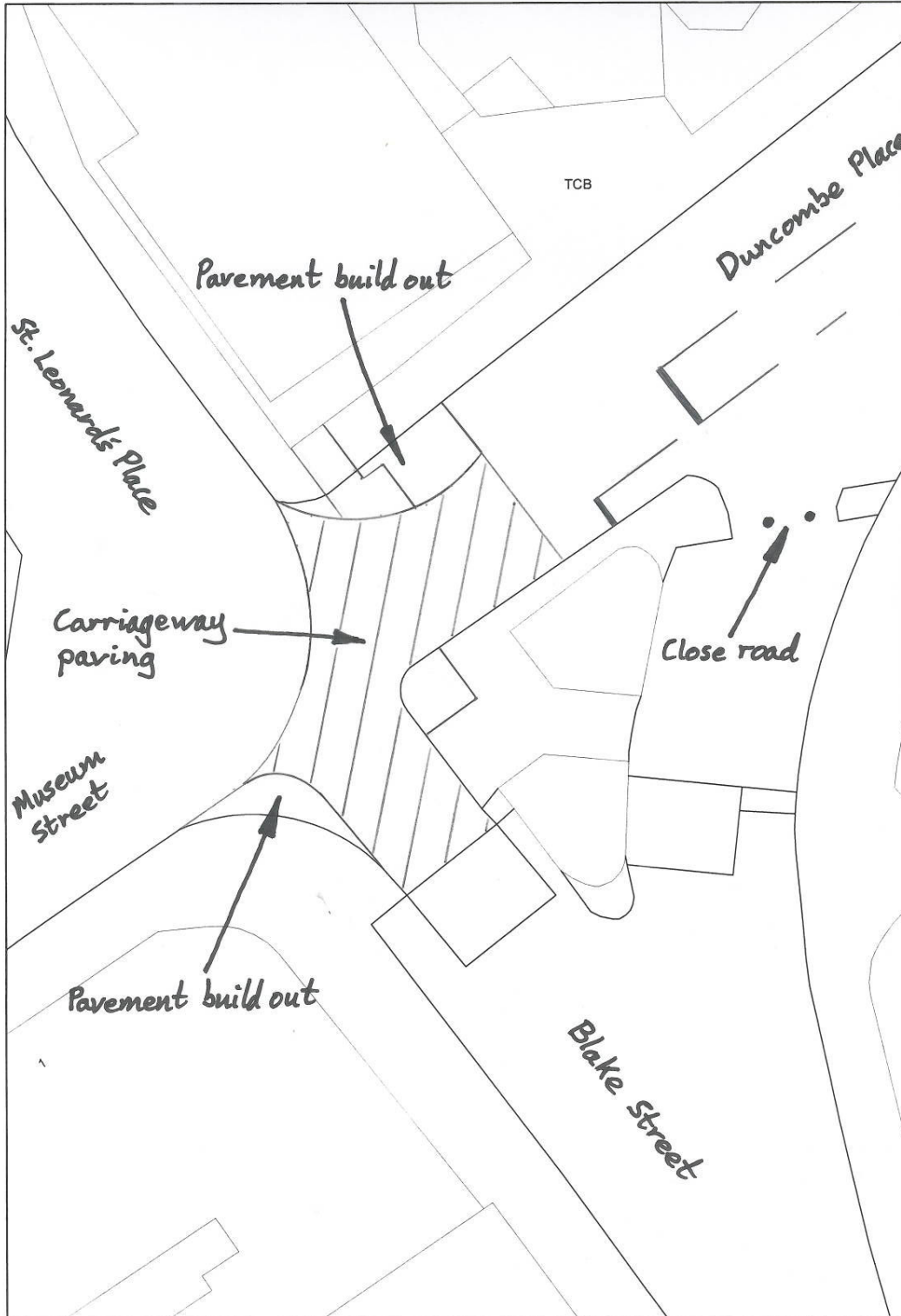
Example of Advisory 10mph Maximum Speed Limit (Sheffield)



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Annex I

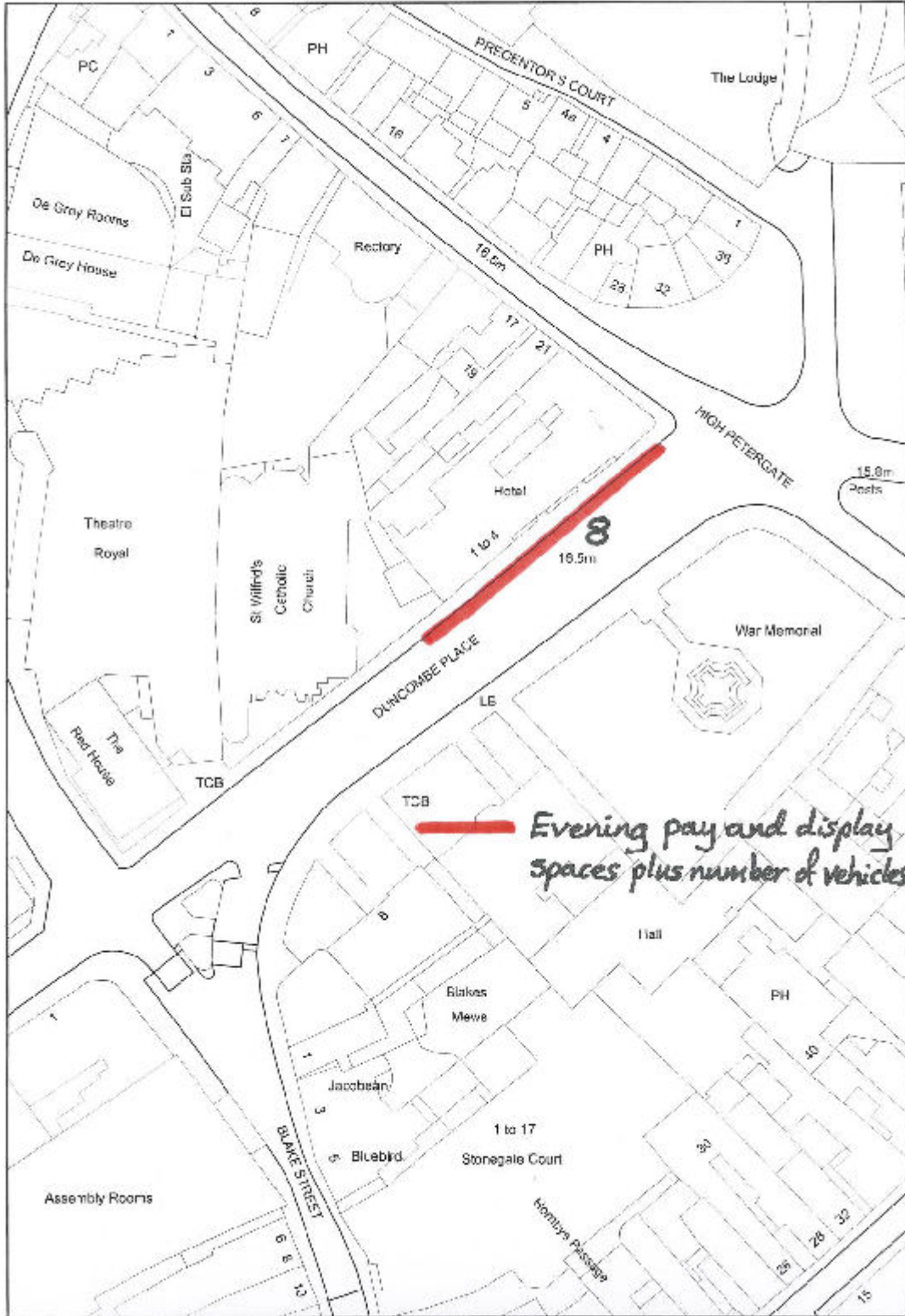
Duncombe Place / Blake Street Junction + Slip Road Closure

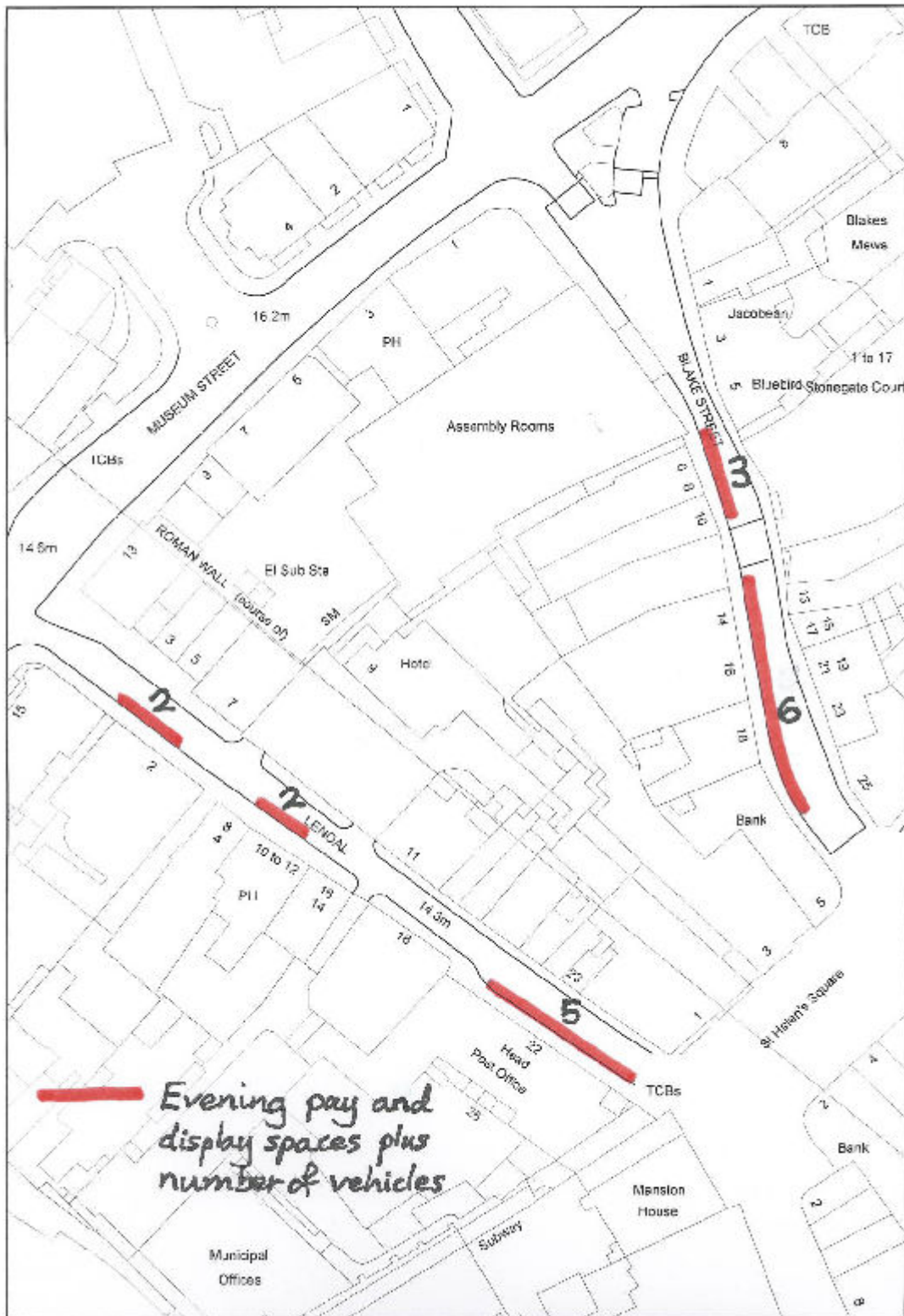


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Annex J

City Centre On Street Pay and Display Parking Spaces

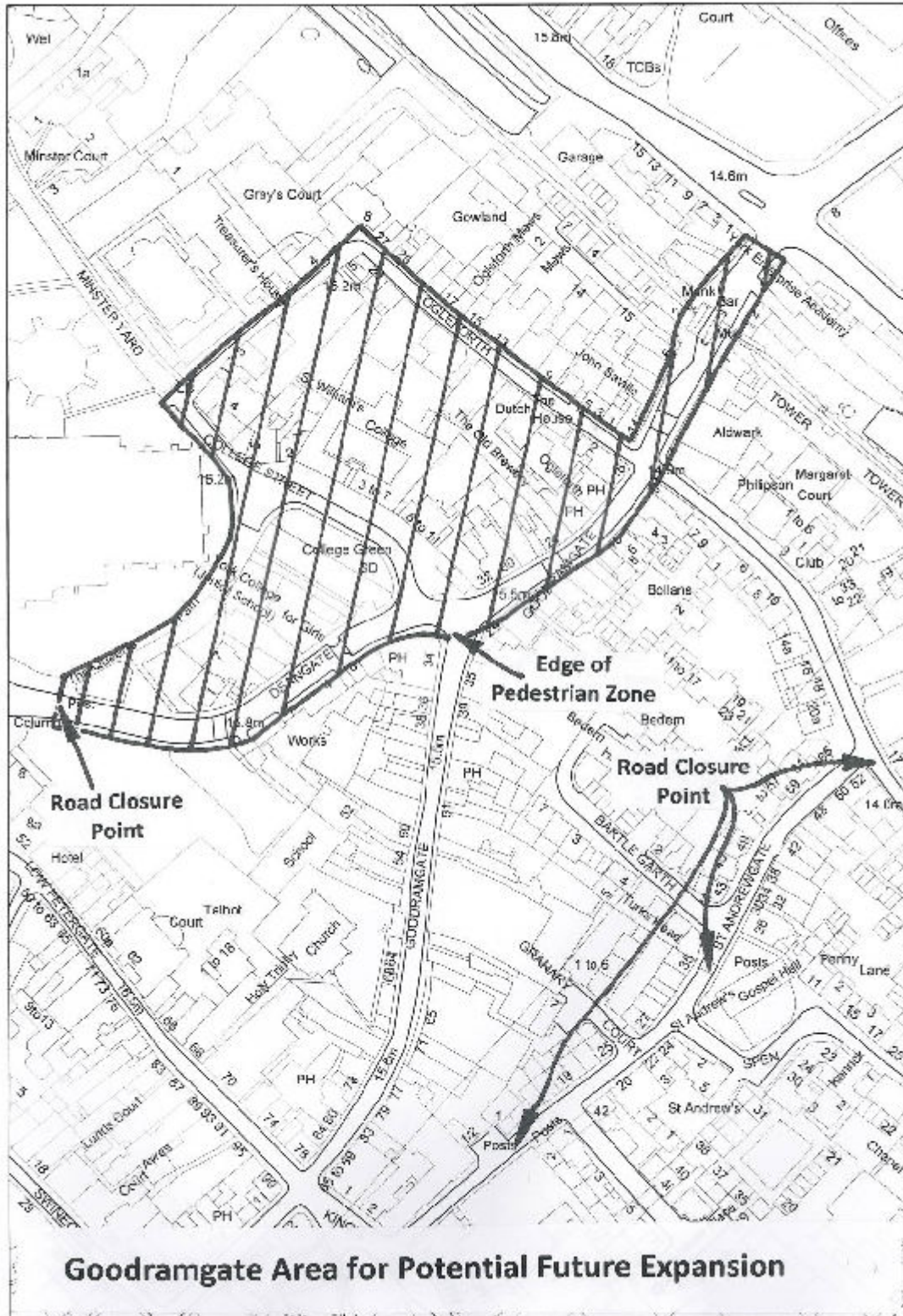




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Annex K

Potential Goodramgate Extension to the Footstreets



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Annex L

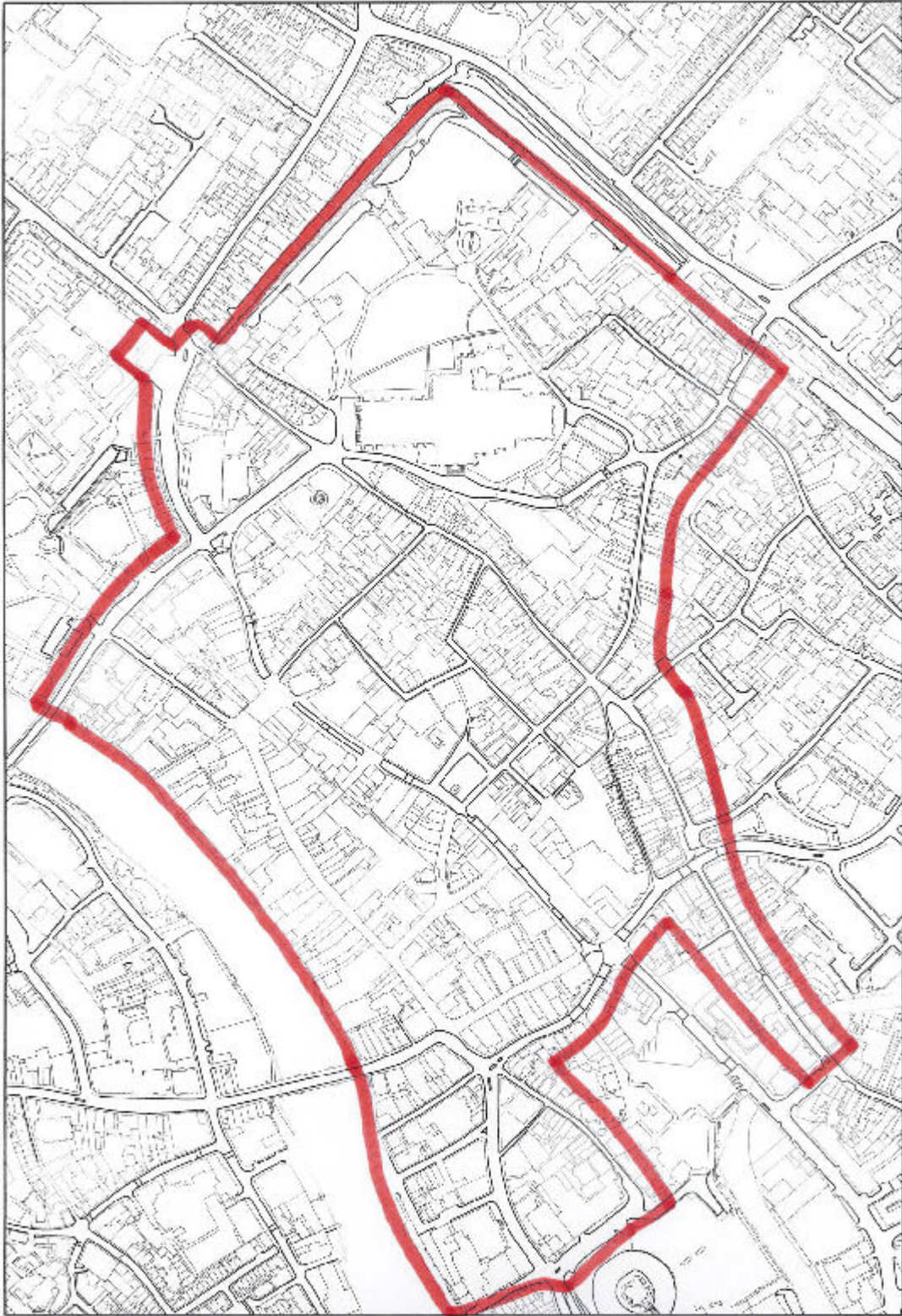
Multiple “A” Board Example Photograph - Goodramgate



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Annex M

Plan of Proposed Zero Tolerance "A" Board Zone



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Annex N

Preliminary Consultation Letter + Summary of Responses



City Strategy
9 St Leonard's Place
YORK
YO1 7ET

Tel: 01904 551368
Fax: 01904 551412
Email: highway.regulation@york.gov.uk

Date: 30 November 2010

Dear

Re: City Centre Footstreets Traffic Management Review

A number of suggested changes to the way York's footstreets (see attached plan) operate have been put forward for consideration. Some initial work has been carried out to determine whether these suggestions are practical and achievable and I am now at the stage where I would welcome the views of businesses and those representing groups with a particular interest in how York's footstreets operate.

I should add that the main thrust of the review is with regards to the regulations governing the traffic use of the area rather than the physical appearance. However, there may be scope to make some minor improvements depending on the outcome of the review and what changes to the regulations, if any, are taken forward to the legal consultation process.

With the above in mind, I should be grateful if you could spare the time to consider the options put forward in the attached questionnaire and return it in the FREEPOST envelope provided by 7 January 2011 for my attention. I will then collate the responses to include in a report to councillors for them to consider. Any changes to the regulations taken forward following this report would be subject to further consultation in line with legal requirements, hence please be assured that this will not be your only opportunity to make comments.

I regret that due to the scale of the review I am unable to enter into individual correspondence at this time, but if you require any clarification on the questions put forward please do not hesitate to call me on 01904 551368.

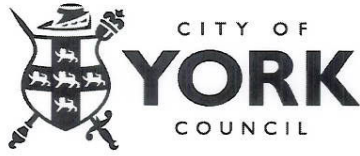
Yours «Yours»

PP *B. Buchanan*

Alistair Briggs
Traffic Engineer

Director: Bill Woolley

www.york.gov.uk



City Centre Footstreets Traffic Management Review

Q1. Standardising the hours of operation throughout the week.

At present most of the city centre pedestrianised area operates for 3 different time periods depending on the day of week:

Monday to Friday 11am to 4pm

Saturday 10.30am to 4.30pm

Sunday Noon to 4pm

Please tick your preferred option for 7 days a week:

11am to 4pm

A

10.30am to 4.30pm

B

Leave as it is now

C

Any other comments
.....
.....
.....

Q2. Extending the hours of footstreet operation.

There is potential to start the pedestrian zone earlier in the morning and / or finish later in the evening.

Please tick your preferred option/s:

10am start

A

5pm finish

B

Neither

C

Any other comments
.....
.....
.....

Q3. Greater control of disabled driver blue badge access to the footstreets.

The current access arrangements for holders of disability badges have been demonstrated to be confusing, open to abuse and difficult to enforce. In addition, the presence of private vehicles within the area raises safety concerns and is seen as detrimental to the overall appeal of the footstreets. Hence, the options below for consideration:

Please tick your preferred option/s:

Remove the disabled drivers exemption that currently allows access to the Davygate, Church Street, route

A

Give greater priority for disabled badge holders to park in the Blake St, / Lendal and Goodramgate / Colliergate access loops

B

Leave as it is now

C

Any other comments

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Q4. Cycling in the footstreets.

There is potential to permit cycling during the footstreet hours to varying degrees.

Please tick your preferred option:

A single route through the city centre in both directions via Colliergate and Petergate

A

Allow full access through all the footstreets

B

No change to existing

C

Any other comments

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Q5. Access restrictions outside the footstreet hours.

Currently outside the footstreet hours some streets have periods where there is no restriction on access for motor vehicle, other streets permit access only and some only allow loading to take place. This can lead to misunderstandings, hence the consideration of a more standardised set of restrictions outside the footstreet hours.

Please tick your preferred option:

Allow greater motor vehicle access to the streets outside the footstreet hours

A

Only allow access outside the footstreet hours for loading, disabled badge holders and those living within the area

B

No changes are necessary

C

Any other comments
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.....
.....

Q6. Do you support expanding the footstreets to include Fossgate?

Yes

No

Any other comments
.....
.....
.....

Your contact details:

Name

Business or organisation

Address

E-mail

Phone number

Please return in the **FREEPOST** envelope provided by 7th January 2011.

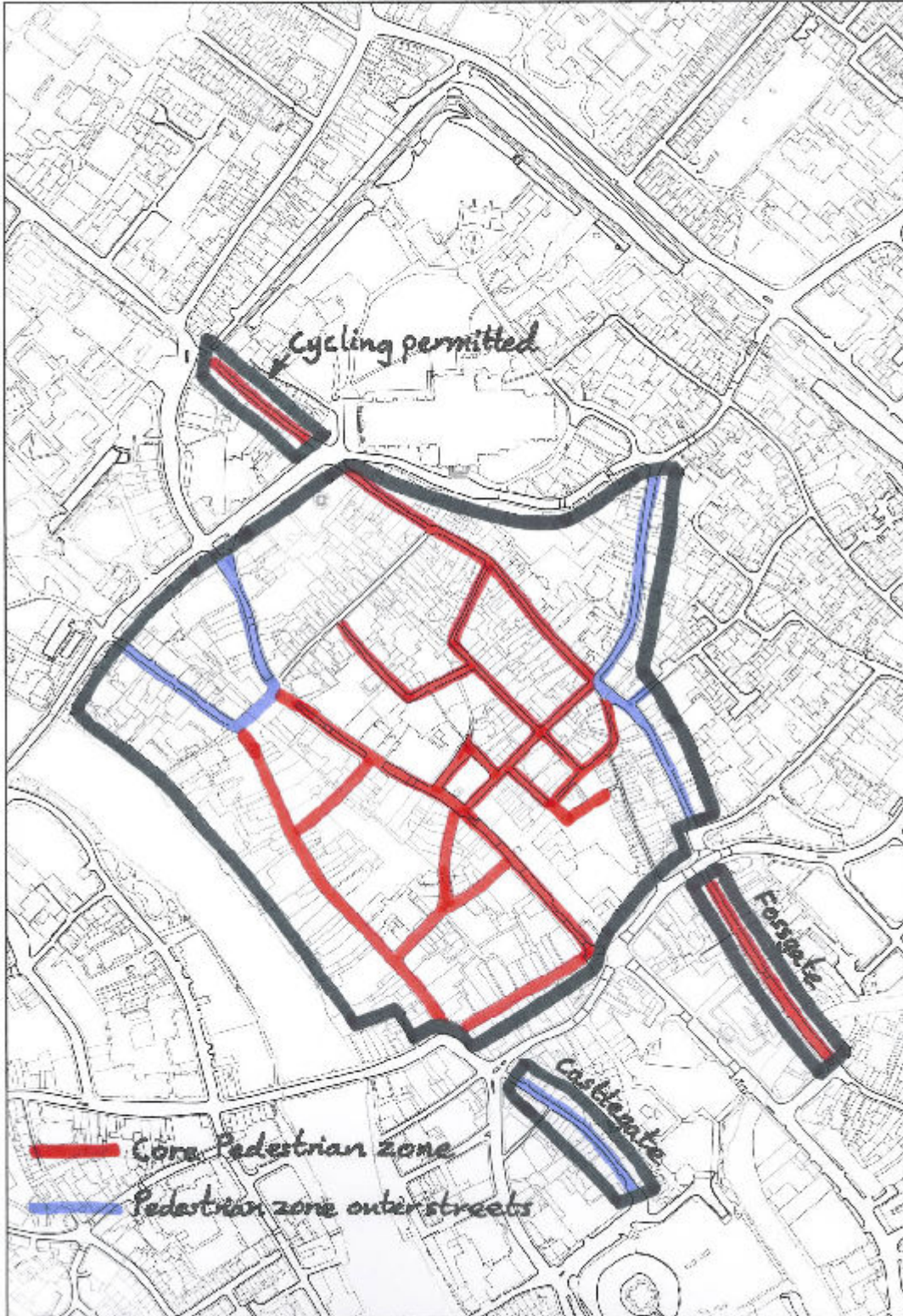
Thank you for taking the time to complete this questionnaire.

Organisation	Q1			Q2			Q3			Q4			Q5			Q6	
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	Y	N
Yorkshire Ambulance Service																	
North Yorkshire Fire & Rescue Service																	
North Yorkshire Police																	
York Older People's Assembly																	
York Access Group	1			1	1												
York Blind and Partially Sighted Society	1																
Resource Centre for Deafened People	1																
Improvement Officer (Equalities)																	
CTC Rights and Planning Officer	1																
York Cycle Campaign																	
York Private Hire and Taxi Guild																	
York Taxi Proprietors Association																	
York Taxi Association																	
Taxi Licensing Officer																	
Freight Transport Association																	
Northern Region																	
York Civic Trust	1																
York & North Yorkshire Chamber of Commerce																	
Federation of Small Businesses																	
City Centre manager																	
Markets Manager	1																
31 New Walk Terrace	1																
York Access Group & Y.O.P.A	1																
York Older People's Assembly																	
Alzheimers Society North Yorkshire	1																
York Older Peoples' Assembly																	
Supersave Ltd	1																
E J Freeborn & Sons	1																
Brown's Department Store	1																
R A Braithwaite	1																
Abbeyfield York Society Law																	
York Blind and Partially Sighted Society	1																
Environment Secretary for the Ramblers' York Group																	
Total	4	9	5	5	8	9	7	8	3	4	1	13	4	11	4	17	3

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Annex O

Plan of Revised Pedestrian Zone Proposals for Consultation



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**Decision Session –
Cabinet Member for City Strategy**

01 December 2011

Report of the Cabinet Member for City Strategy

Speed Review Process Update Report

Summary

1. This report gives an update on the collaborative Speed Review Process, set up in York, in conjunction with the Police (NYP) and Fire Service (NYF&R). This ensures that speed concerns are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises of further locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
3. It is of note that since the last update, North Yorkshire Police have introduced a Safety Camera, in the form of a mobile camera van on a trial basis, across the whole of North Yorkshire. The primary use of this vehicle is casualty reduction, but they have confirmed that any community requests for the camera van will ONLY be considered if they have gone through the Speed Review Process, which gives the evidenced required (to be totally transparent in camera operations) that the site is one of speeding violations.

Recommendations

4. The Cabinet Member for City Strategy is recommended to:

Agree Option 1 to support the continuation of a partnership approach to dealing with speed complaints.

Reason: This would result in, a wider, more in depth process to tackle speed issues in York.

Background

5. Speed Management, is a broad area, which encompasses a number of council departments and other agencies. The Speed Review Process is just one strand of speed management, which was agreed with Partners, to manage the specific area of speed complaints, of which the Council receives many from a number of sources including residents, elected members and representatives of local groups, such as resident associations. The process does not stand alone, but feeds into other processes, such as the current work to implement 20mph limits across the city, (being undertaken by the Policy and Modelling Team) and the review of speed limits (being undertaken by Network Management).
6. To help manage this, a data led method of assessing speeding concerns in York, was approved at the Meeting of the Executive Member for City Strategy and Advisory Panel on 30 October 2006. This established that speeding issues should be assessed against certain criteria. The criteria for assessment are shown within **Annex A**. This criterion has been updated to include recent additions, such as the camera van and the CYC commitment to 20mph limits.
7. In the past it was evident that many of these complaints were also reported to other agencies including the Police and the Fire Service, which resulted in an overlap of work that was not a cost effective or consistent way of dealing with these community concerns. By working together in partnership we have been able to pool resources, knowledge and expertise to fully investigate all concerns raised. This also provides greater flexibility to ensure officers can look across the board to make the most difference to casualty reduction and speed.
8. A simplified diagram of how the process works is shown at **Annex B**.
9. The form for reporting issues is available on the council web site and is reproduced at **Annex C**. Casualty reduction is a key target for the Partnership.
10. For general information, the last 3 years (to end of 2010) Killed and Seriously injured statistics for York, including the figures for 2001 as a guide, are shown in the table below.

KSI	2001	2008	2009	2010
Pedestrians	19	20	10	11
Pedal Cyclists	21	17	11	14
Motor Cyclists	24	22	11	16
Car Occupants	44	36	25	18
Other	11	0	3	3
Total	119	95	60	62

11. The table shows that there is a marked decrease in KSI from 119 in 2001 to 60 in 2009, with a slight upward variation to 62 in 2010.
12. The table also makes it evident, that whilst we have seen an overall general downward trend the biggest decreases in KSI's has been in car occupants.
13. Slight injury statistics for York, for the last 3 years (to end of 2010), including figures for 2001 as a guide, are shown in the table below.

Slight	2001	2008	2009	2010
Pedestrians	78	57	67	55
Pedal cyclist	110	106	122	109
Motor cyclist	77	61	47	66
Car Occupant	443	250	283	248
Others	65	31	38	19
Total	773	505	557	497

14. Again, it can be seen that whilst there is an overall reduction, the biggest reduction is again in injured car occupants.
15. Assessment of speed complaints, through a data led process, highlights that most of the locations identified by residents do not have a speed related casualty problem. This suggests that a lot of community concerns around speed are of perceived danger or "accidents waiting to happen".
16. There are no locations, of the 61 investigated within this report period (Jan – Aug 2011) where high speeding traffic is causing a casualty issue. (i.e. Sites that score a one or two on the criteria, as per **Annex A**).
17. It is acknowledged, however, that encouraging drivers to moderate their speed to suit the prevailing conditions is important, since driver error is the major contributory factor in many accidents. Lower speeds reduce the chances of a collision occurring, and the severity

of resulting casualties.

Consultation

18. As part of the Speed Review Process all locations were visited and risk assessed by CYC & Police Officers.
19. NYF&R undertake speed surveys in areas identified as not having an injury issue, but where there are community or individual concerns about speed. As it is estimated that speed surveys cost c.£250 - £300 each to undertake, the input of these resources by Partners helps to investigate community concerns in greater detail.
20. CYC continue to fund speed surveys in areas highlighted (by Police Records) as “high” accident locations as part of the ongoing commitment to reduce killed and seriously injured (KSI’s).
21. Once speed surveys are returned, these are analysed by the Partnership team, to determine, where they fall within the criteria, and what, if any further action could be taken. (A summary of the various initiatives or “tools currently available to tackle speed” can be found at the end of **Annex A**)

Prioritisation of speeding issues raised

22. From the last report in January 2010 there have been a total of 61 locations investigated.
23. All are documented in **Annex D**, along with any results from investigations.
24. **Category 1 (high speeds and high accidents)** - None of the current complaints investigated fall within the category 1 criteria.
25. **Category 2 (low speeds and high accidents)** - None of the current complaints investigated fall within the category 2 criteria.
26. **Category 3 (high speeds and low accidents)** - All sites that have scored category 3, under the criteria at **Annex A**, have been forwarded to Transport Projects for consideration; with the exception of the B1222 at Naburn, which is a key casualty reduction, (Anvil) enforcement route for NYP along its whole length, which includes Naburn. The issues on this road relate particularly to motorbikes and it is considered, at this current time, that enforcement is the most cost effective casualty reduction tool.

27. It must be noted however, that this engineering list totals 41 sites; as it also includes outstanding sites (that also scored a category 3) in the last two update report, Jan 11 and July 10. These have not been considered until now, due to the lack of resources within the team arising from the current economic climate and staff restructuring. Keeping the sites in a single category provides officers with the greatest flexibility to be able to look across the board at where we can make the most difference to casualty reduction and speed. See **Annex E** for current engineering list.
28. As the allocated budget is currently 20k, it is highly likely that after feasibility, only a very limited number of sites may actually see the implementation of cost effective speed reduction measures.
29. Locations will be assessed and prioritised under the below criteria:-
 - a. Accident data
 - b. Mean/ 85th percentile and the percentage over the posted limit.
 - c. Proximity to schools and shops.
30. It is likely that those sites, rated as a category 4 and that fall within the area for a proposed new 20mph limit will be put on hold until the new limits are in place, and evaluation of resulting speeds has taken place.
31. For information **Annex F**, is a spreadsheet which outlines the **past** locations that have been forwarded to Transport Projects since the Speed Review process has been in place and where cost effective speed reduction measures have been identified and implemented.
32. Several of the category 3 sites have also been identified, from the data, as suitable for Police enforcement and this information has been passed to local policing teams and the NYP camera operations team.
33. Currently on the Enforcement list forwarded from the Speed Review Process, (York Selby, Tadcaster Area) there are a total of 50 locations for “targeted enforcement” (at a time evidenced by the data that there are high numbers of speeding vehicles).
34. Of these 50 locations, 34 are within the York area and these will be enforced either by the local Policing teams or by the new NYP camera van see **Annex G**. This enforcement is over and above that undertaken by NYP at existing casualty locations/routes across the county.

35. Many of these sites have been on the list since the Partnership scheme started in 2009 and thus as more join the list, those that have been on the longest will be removed so the list will slowly vary over time.
36. It is of note that the idea of enforcement at these locations is NOT to issue speeding tickets, but to educated drivers, thus information on issue of tickets at each individual location is not available, however local Policing teams will feed back at Ward/Parish meeting as and when enforcement has taken place (NYP camera operation updates are feely available on the NYP website). Police intelligence suggests that a high number of those captured are York residents.
37. **Category 4 (low speeds and low accidents)** - All sites that have scored category 4 under the criteria at **Annex A**, have been evaluated according to the data. Most have been offered the SID (mobile speed indicator device) scheme (see Annex A for details). However, because of the evidence in the data, some have been forwarded to Transport Projects, review of speed limit, enforcement or marked for no further action, at this current time.
38. The SID scheme was first used successfully in Leeds and was subsequently implemented in York, to provide an ideal “education” solution, to sites where residents had localised concerns about speeding, but where the data did not evidence a speeding issue. It is only ever used (in York) as an “education tool by communities” (and not directly as a speed reduction measure).
39. The Speed Review Scheme successfully enables officer’s time and resources to be targeted at locations with real speed and accident issues. Where there is no evidenced speed issue, but where local communities want to take action to educate drivers in their area, the Council will continue to offer SID.

Update on other related issues

40. **Council Web Site** - All the information on the Speed Complaint Process, including the criteria, complaint form and a “frequently asked questions” section in now available on the City of York Council web site at the below address.

www.york.gov.uk/transport/Roadsafety/Roadsafetycampaigns/ReportingSpeedingConcerns/

41. **Police Enforcement** – From January 2011 the scheme was no longer regarded as a “Pilot” by NYP. NYP have also given notice that there will be a managed withdraw from the administration and management role they currently perform within the Speed Review Process, resulting in an increased work load within CYC, if the same level of service is to be provided.
42. This is to take place when the Speed Review Process is rolled out across North Yorkshire County Council. It was due to happen in early 2011, but inconsistencies in approach across the County and the introduction of the NYP camera van has delayed this, with a new proposed date for County wide agreement in January 2012.
43. The new NYP managed camera van is now operational and may be used, along with more traditional Police methods for enforcement.
44. It is of note that the placing of the camera van is completely at the discretion of NYP, whose current policy is that all requests from the community, for the camera van will be processed through the Speed Review Process and with due regard to their operational requirements. Information on the sites due to be visited by the camera van and feed back can be found at the following address.

www.northyorkshire.police.uk/safetycamera

Options

45. **Option 1** - To continue with the Speed Review Process, in Partnership with the Police and Fire Service. This gives a pool of resources and expertise that ensures speed concerns are managed and prioritised using a data led method.
46. **Option 2** - To revert back to our own, independent, but smaller process, this would exclude the help from Partners with speed surveys, and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the Police would no longer support our complaints procedure with the Mobile Safety Camera Van.

Analysis

47. Option 1, enables us to fully investigate and collect data on most speed issues brought to our attention, this is because a partnership approach brings extra resources and expertise to provide a more in depth, data led investigation. The extent and timing of the investigation and surveys will be affected by the resources available

to each partner organisation.

48. Option 2, would ensure that speed issues that had a high casualty record would be fully investigated, but speed issues that did **not** have a high casualty record would not be as fully investigated. Without partner help we would not be able to do as many speed surveys or have evidence led, partnership agreement on the best use of tools and resource for dealing with individual community concerns.

Council Plan

49. The Council Plan aim's is to increase the use of public and other environmentally friendly modes of transport is relevant to this report. Fears of being a casualty are a real deterrent to more people walking and in particular cycling. By implementing a robust programme of speed management measures to reduce excessive speeding, which targets the minority of drivers whose driving behaviour poses the greatest risk to others, overall safety can be improved and an increase in active transport use achieved. The recommendations therefore support the Safer City and Sustainable City priorities.

Implications

- **Financial** - Revenue and capital funding for speed reduction schemes in 2011/12 and following years could be reduced compared to previous budgets, even with Local Sustainable Transport Funding helping in other areas. In addition, under option 1 increased resource would be required to maintain the same level of service due to the withdrawal of the police from their current administration role. Dependent on the prioritisation of resources to this service it is likely that response times for speeding complaints will significantly increase. Resources will be focussed on areas, which deliver the best value for money in terms of casualty reduction.
- **Human Resources (HR)** – There are HR implications, in that NYP are due to hand administration of the scheme to CYC, whilst this will not stop the scheme from running, because of the extra work load on the CYC officer, it is likely that the number of sites that can be investigated over a given period of time will reduce and there will be a “waiting list” of sites. It is already evident that a number of sites have waited a long time for investigation; this is because of the current strain on workload felt on all three agencies involved in the Speed Review Process.

- **Equalities** – There are no equality implications.
- **Legal** – There are no legal implications.
- **Crime and Disorder** - Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy, however it is a Police responsibility to enforce the appropriate speed limit as per the DfT guidelines and Road Traffic Law.
- **Information Technology (IT)** - There are no IT implications
- **Property** - There are no property implications.
- **Other** - There are no other implications

Risk Management

50. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed, as below 16 and therefore require monitoring only.
51. **Strategic** - There are no strategic risks associated with the recommendations of this report.
52. **Physical** - Road accidents by their very nature are unpredictable and it is always possible that an injury accident will occur on a route that has been assessed where no action was taken. The data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.
53. **Financial** - It is now evident that demand for speed management treatments outweighs the capacity to deliver. All potential speed management administration and engineering treatments will be subject to budget allocation.
54. **Organisation/Reputation** - There is likely to be opposition to a recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues enables justification to be provided in instances when no action is deemed appropriate. With reduced allocations and increased administration workload it is possible that the level of service provided will be lower than the public's expectations leading to a risk that the council's reputation will suffer.

Authors:	Chief Officer Responsible for the report:		
Trish Hirst Road Safety Officer City Strategy 01904 551331	Richard Wood Assistant Director (City Development and Transport)		
	Report Approved	√	Date 14.11.11
Specialist implications Officer(s)			
Financial Patrick Looker Finance Manager, City Strategy 01904 551633			
Wards Affected:			All ✓
For further information please contact the author of the report			

Annexes

- Annex A – Criteria paper
- Annex B – Flow chart of process (simplified)
- Annex C – Speed Concern Report Form
- Annex D – Excel sheet of all locations and conclusions
- Annex E – List of sites forwarded to Transport Projects (current).
- Annex F – List of past sites, identified via the process for engineering
- Annex G – Speed enforcement locations – from the Speed Review Process

Background Documents

ACPO Uniformed Operations Policing the Roads 5yr Strategy 2011 - 2015

ANNEX A

Criteria for assessing speed issues, as agreed at Meeting of Executive Member for City Strategy and Advisory Panel October 2006 - updated September 2011.

This established that, speeding issues should be assessed against certain criteria:-

1. **a. Injury accident record** - based upon North Yorkshire Police (NYP) data, for the preceding three years, and prioritised on severity using the standard categorisations of fatal, serious, or slight. Officers use a points scoring system to rank sites as high or low. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total points score of 6 or more is need for the site to be given a "high" ranking.
 - b. Speed data** - collected using automatic counting equipment and conducted over a period of at least 24 hours.
2. DfT advice is to use the mean and 85th percentile speeds, when considering speed implications.
3. The **mean (average) speed** recorded by the survey provides a good overall indication of the speed environment, but it does not give a good indication of how many drivers may be exceeding the legal speed limit by a significant amount.
4. The **85th percentile speed** helps to show this by indicating the speed not exceeded by 85 % of the traffic surveyed, and hence is the level exceeded by the other 15%.
5. Based on Association of Chief Police Officers (ACPO) criteria, the thresholds used Nationally to bring a consistent approach in speed enforcement across the Country, which is a requirement of Camera Safety Technology are worked out by the following formula:-
6. Threshold speed = speed limit + 10% + 2mph. For example in a 20 zone, the formula would look like:-
7. Speed limit + 10%+ 2mph = 20mph + 2 + 2mph = **24mph**

8. The table below summarises the thresholds above which vehicle speeds are regarded as “high” within the assessment framework adopted Nationally and Regionally:

Speed Limit	Threshold (mean speeds)	Threshold (85 th percentile speeds)
20 mph	20 mph	24 mph
30 mph	30 mph	35 mph
40 mph	40 mph	46 mph
60 mph	60 mph	68 mph

9. Based on the available speed data and the injury accident record, each road is then categorised using a scale of 1 - 4, with 1 being the highest priority, as shown in the following table:

Category	Speed	Casualties	Priority	Treatment
1	High	High	Very High	Speed management measures
2	Low	High	High	Casualty reduction measures
3	High	Low	Medium	Speed management measures, <i>if funds available or through Ward Committee Funding</i>
4	Low	Low	Low	SID scheme (mobile speed indicator device), bin stickers etc.

Summary of available options.

What solutions are offered, depends very much on the analysis of the data, however in the main, various options tend to fall within the 4 classifications shown above.

- Sites that fall within category “one” will be treated as priority and will be referred to Transport Projects, to be considered for cost effective treatment under the **casualty or speed reduction budget**.
- Sites that fall within category “two” would be referred to Transport Projects, to be considered for cost effective

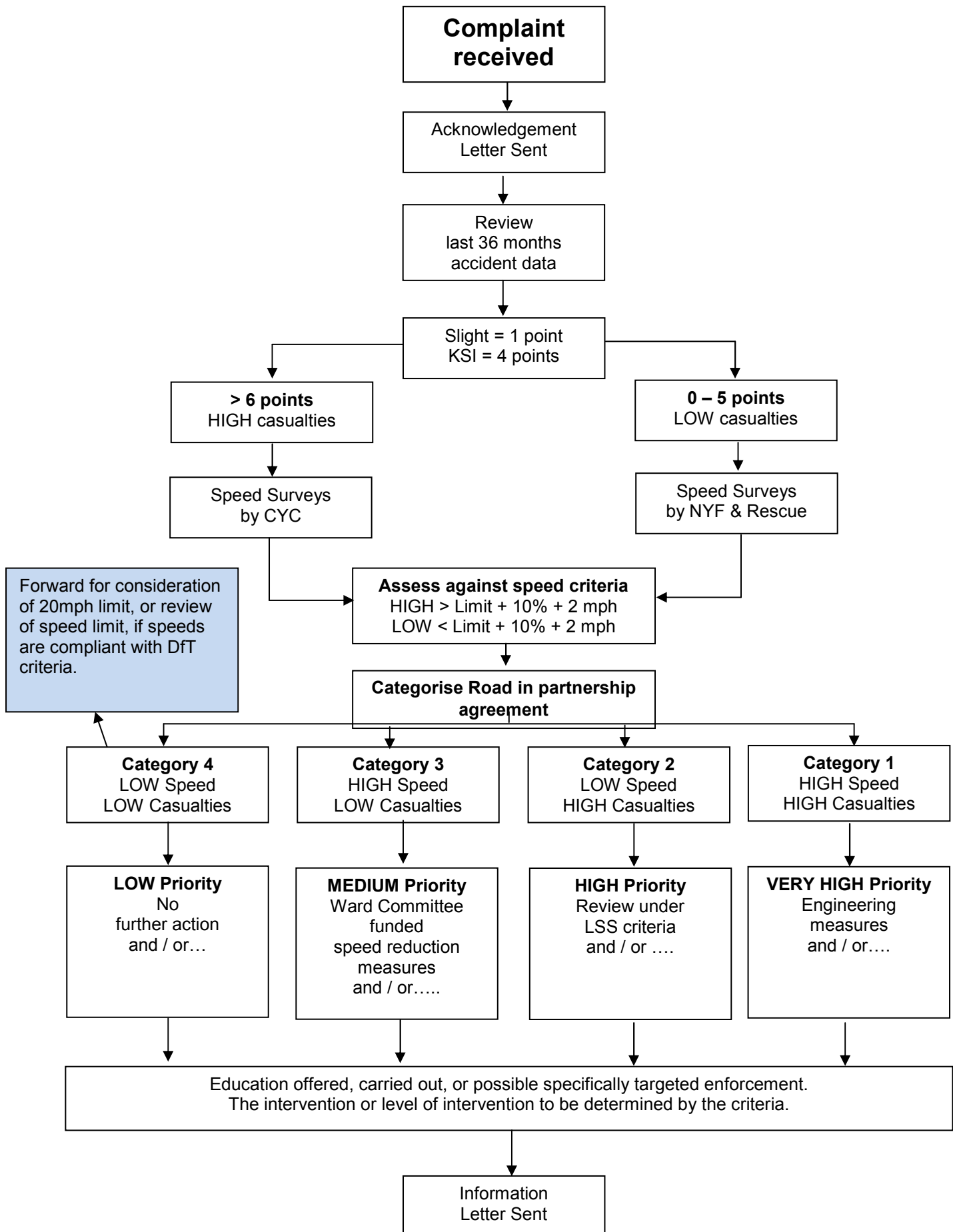
treatment under the **casualty reduction budget** as priority.

- Sites that fall within category “three” will be referred to Transport Projects to be considered for cost effective treatment under the **speed management budget**. Ward Committees funding can also be used, at these locations, for the implementation of speed reduction measures. Funding for category “three” locations they will be prioritised by:-
 - accident data;
 - Speeds, considering, the mean/85th percentiles and the percentage of traffic over the speed limit.
 - Proximity to schools and shops.
- Police enforcement may/or may not, be recommended for use at the site, depending on the outcome of the investigation and its suitability. This could be a traditional Police presence or the Police camera van. PLEASE NOTE THE PLACING OF THE CAMERA VAN IS COMPLETELY AT THE DISCRETION OF NYP, whose current policy is that all requests from the community for the camera van will be processed through this Speed Review Process.
- Sites that fall within category 4 that meet current DfT criteria for a 20mph limit will be forwarded to the team currently looking at 20mph speed limits across York.
- Occasionally, and if the analysis suggest, sites may be forwarded to Network Management, for a review of the speed limit.
- SID scheme can be offered to some category “four” sites, usually where data evidences 85th percentile speeds are below enforceable limits. SID is a “mobile” speed indicator device, which provides volunteer members of the local community, who have concerns about speeding, and wish to make a difference with the opportunity to address anti social behavior and influence motorists’ style of driving through education.
- SID works particularly well, when tackling the casual or local speeder who may not have realised that they are driving too fast or breaking the speed limit. SID notifies them of their speed and helps to make them more aware of potential hazards in the area and the appropriate speed at which they should be traveling. It also helps to re-enforce positive speed

behavior, by indicating to the motorists who are driving within the speed limit.

- We ask that volunteers represent a group such as a tenants and residents association or Parish Council in order that the broader feelings of the community can be represented, rather than the feelings of one individual. It also means that there will be more volunteers on hand to operate the SID when deployed at the selected survey sites. Full training is offered to those communities that have been offered SID.
- On occasions the NYF&R mobile vehicle activated sign (known as a VAS or Matrix) may be used where the environment is not suitable for the SID scheme, but the data evidence is that there is a perception issue that can be addressed by education.

Safer York Partnership Speed Review Process (Simplified)



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Office use Only

Speed Concern Report

Please note – ALL details are required.

Name (Dr / Mr / Mrs / Ms / Miss)

Address.....

.....

Postcode..... Tel Number(s)

E mail

Vehicles exceeding speed limit along (Road name)

.....
at / near to (house number / junction with)

.....
MON / TUE / WED / THUR / FRI / SAT / SUN / ALL DAYS

Time(s)..... if all day is there any time that you feel is worse.....

Type of vehicle Car / Motorcycle / Lorry / Bus / All Vehicles

driven by Residents / General Traffic / Employees of.....

Additional Information

.....

.....

.....

Signature

I would be willing to participate in any Community Action initiatives regarding the issue I have raised.	YES / NO
--	----------

This form should be returned to -
North Yorkshire Police, Traffic Management Office, Fulford Road,
York. YO10 4BY.

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Number	Road	Area	Speed data							3 year casualty record			Acc with speed causation			Overall (1 - 4)		
			Location/date	Direction	Duration	Limit	Mean	85th percentile	top speed	Fatal	Serious	Slight	Fatal	Serious	Slight			
80 91 0 060	Beech Avenue		Nr 62	to Hamilton dr		30	22	27	42									
	already offered SID/Engineering					30	19	25	15:52								4	offer SID
80 91 0 143	Stockton Lane	Stockton-on-Forest	by bus shel	to village	7 days	30	30	36										
		(Kingsmoor to golf club)	08.04.11	from village	7 days	30	31	37		0	0	0	0	0	0		3	Engineering
10 91 0 110	Tadcaster Rd		Nr 260	to city	7 days	30	31	35	87									
		Nr Pulleyn Drive	25.03.11	from city	7 days	30	27	32	01:20	0	2	1	0	0	0		3	Enforcement/ Engineering/ Matrix
10 91 0 111	Tadcaster Rd	Dringhouses	Nr 314	to city	7 days	30	31	35	79									
			25.03.11	from city	7 days	30	28	32	14:40	0	1	4	0	0	0		3	Enforcement/ Engineering/ Matrix
10 91 0 120	Wheldrake Lane	Elvington	Unable to do surveys no street furniture							0	0	2	0	0	0		/	Police Enforcement "Anvil" motorcycle route
10 91 0 130	Black Dike Lane	Upper Poppleton	cherrygarth	toA59	7 days	30	19	24	33									
			25.03.11	fromA59	7 days	30	20	25	14:45	0	0	0	0	0	0		4	offer SID
10 91 0 140	B1222 Naburn	(North)	Marrina guest	to Fulford	7 days	60	36	44	68									
			25.03.11	from fFulf	7 days	60	35	42	07:02	0	0	3	0	0	0		4	No Further action
10 91 0 141	B1222 Naburn	(Central)	North End	to Fulford	7 days	30	29	35	57									
			25.03.11	from Fulf	7 days	30	28	33	03:28	0	0	0	0	0	0		3	Enforcement
10 91 0 142	B1222 Naburn	(South)	18-Feb-08	to Naburn	7 day	60	45	53	85									
				from Nabur	7day	60	44	53	17:45	0	0	1	0	0	0		4	See below
10 91 0 142	B1222 Naburn	(South) More surveys	Old Barn	to Fulfo	7 day	60	40	48	00:00	0	0	1	0	0	0			
			25.03.11	From Ful	7 day	60	43	51	13:51								4	Enforcement
10 91 0 150	Manor Heath	Copmanthorpe	08-Jun-10	to Village	2 day	30	32	36	62									
				from Vill	2 day	30	35	40	06:36	0	0	2	0	0	2			More surveys requested 2 days insufficient for review
10 91 0 150	Manor Heath	Copmanthorpe More surveys	13-Jan-11	south	7 day	30	32	36	64									
				north	7 day	30	33	38		0	0	2	0	0	2		3	Engineering
10 91 0 160	Westlands	Stockton Lane	nr 42	to straylands	7 day	30	23	29	47									
			15.04.11	from straylands	7 day	30	23	30	17:06	0	0	1	0	0	0		4	offer SID
10 91 0 180	The Village	Strensall	nr 102	to rail cross	7 day	30	27	33	54									
			80.04.11	from rail cross	7 day	30	23	28	17:34	0	0	0	0	0	0		4	offer SID
10 91 0 200	Top Lane	Copmanthorpe	03-Dec-10	S/west	7 days	30	27	33	58									
	(by House No 16)			N/east	7 days	30	29	35		0	0	0	0	0	0		3	Engineering
10 91 0 201	Top Lane	Copmanthorpe	31.08.10	to copm	7 days	30	26	31										
	(opp Fox & Hounds)		LP13	from copm	7 days	30	28	34		0	0	0	0	0	0			Awaiting analysis
10 91 0 220	Greengales Lane	Wheldrake	13-Aug-07	to village	4 days	30	31	37	61									reported on Jan 08. Work done since
				from village	4 days	30	35	40	14:37								/	
10 91 0 220	Greengales Lane	Wheldrake	27-Jun-09	to village	7 day	30	30	34	59									
				from vill	7 day	30	31	36	20:06	0	0	0	0	0	0		/	see below
10 91 0 220	Greengales Lane	Wheldrake (more surveys)	Nr 3	to village	7 day	30	28	33	61									
			08.04.11	from village	7 day	30	30	35	17:54								4	offer SID
10 91 0 231	Murton Way	Murton (West of A64)	13-Jan-11	s/west	7 days	60	36	43	73									
				n/east		60	34	41		0	0	1	0	0	1		4	No further action
10 91 0 280	North Lane	Haxby	nr 41	AGAINST one way	7 days	30	14	16	0									
			08.04.11	from station	7 days	30	14	17	00:00	0	0	0	0	0	0		4	offer SID
10 91 0 300	A19 Crockey Hill		in 40 limit	north	4 days	40	32	37	77									
				south	4 days	40	33	39		0	0	3	0	0	1		4	No further action
10 91 0 330	Main Street	Wheldrake	nr 1	to village	7 days	30	28	33	66									
			08.04.11	from village	7 days	30	33	39	15:13	0	0	2	0	0	0		3	Engineering
10 91 0 350	Ridgeway	Acomb	LP 13/14	to wetherby rd	7 days	30	25	30	67									
			25.03.11	from wetherby rd	7 days	30	23	28	14:24	0	0	2	0	0	0		4	offer SID
10 91 0 360	Brockfield Drive	Huntington	gorse paddoc	To monks cross	7 days	30	awaiting	data	check									
			30.03.11	from monks cross	7 days	30	With	NYF&R		0	0	1	0	0	0			Awaiting Data
10 91 0 370	Burdyke Avenue,	Clifton	nr 36	to water lane	7 days	30	26	31	60									
			25.03.11	from water lane	7 days	30	24	29	22:59	0	1	0	0	0	0		4	offer SID
10 91 0 380	Towthorpe Moor Lane	Strensall	nr golf club	West	7 days	60	44	51	81									
			30.03.11	East	7 days	60	41	46		0	2	1	0	1	0		4	No further action
10 91 0 390	Holly Bank Road	Holgate	nr 23	to rosemount	7 days	30	22	27	47									
			25.03.11	from rosemount	7 days	30	21	27	12:20	0	0	1	0	0	0		4	offer SID
10 91 0 400	Nelsons Lane	Tadcaster Road	nr 5	to playground	7 days	30	19	23	32									
			08.04.11	from playground	7 days	30	19	23	17:37	0	0	1	0	0	0		4	offer SID
10 91 0 410	Grassholme	(Nr Lindale)	nr substation	to Quakergreen	7 days	30	25	29	46									
			08.04.11	from Quakergreen	7 days	30	25	29		0	0	0	0	0	0		4	offer SID
10 91 0 420	Fordlands Road	Fulford	opp Cem	to fulford rd	7 days	30	29	34	65									
				from fulford rd	7 days	30	29	35	18:51	0	0	1	0	0	1		3	Enforcement/ Engineering
10 91 0 430	St. Oswald's Road	Fulford	nr 42	to fulford	7 days	30	21	26	45									
			25.03.11	from fulford rd	7 days	30	21	26	10:36	0	0	0	0	0	0		4	offer SID
10 91 0440	Station Road	Upper Poppleton	LP 7 opp 58	to the green	7 days	30	26	31	62									
			Aug-11	from the green	7days	30	28	34	21:09	0	0	0	0	0	0		4	Enforcement not SID because of times of speeding identified on data

10 91 0 450	Tuke Avenue	Tang Hall	LP3 OS no20	to tang hall from tang hall	7 days 7days	30 30	22 19	29 24	37 08:24	0	0	1	0	0	0	4	offer SID
10 91 0 460	Green Lane	Clifton	nr 50 08.04.11	To A19 From A19	7 days 7 days	30 30	32 29	37 32	73 10:41	0	0	1	0	0	0	3	Engineering
10 91 0 470	Scarcroft Road		LP 16 Aug-11	to the mount from the mount	7 days 7days	30 30	25 25	30 30	61 05:41	0	0	0	0	0	0	4	offer SID
10 91 0 480	Grosvenor Terrace		LP 13 OS 13 Aug-11	one way rd from bootham	7 days	30	24	29	44 21:13	0	0	0	0	0	0	4	offer SID
10 91 0 490	The Village	Wigginton	Nr 36	to	7 days	30	28	32	62	0	2	2	0	0	0	4	offer SID
10 91 0 904?		(ref 90910140)	8.4.11	from	7 days	30	26	30	10:14	0	2	2	0	0	0	4	offer SID
10 91 0 500	Main Street	Askham Richard	nr White House Aug-11	to village from village	7 days 7 days	30 30	33 28	39 34	57 17:24	0	0	0	0	0	0	3	Engineering / Enforcement
10 91 0 510	St. Philips Grove	Clifton	LP 1 Aug-11	to burdyke from burdyke	7 days 7 days	30 30	17 21	24 25	45 19:13	0	0	0	0	0	0	4	offer SID
10 91 0 520	A1079 Hull Rd EAST	Carlton Ave - RB Field Lane	LP 60 8.04.11	EAST	7 days	40	36	40	77 13:08	0	0	2	0	0	0	4	No further action
10 91 0 521	1079 Hull Rd WEST	Carlton Ave - RB Field Lane	LP 64 08.04.11	WEST	7 days	40	35	40	82 14:49	0	0	2	0	0	0	4	No further action
10 91 0 522	1079 Hull Rd	Melrose gt - Tanghall Ln	Nr 122 08.04.11	to A64 from A64	7 days 7 days	30 30	28 29	32 33	86 03:39	0	2	6	0	0	1	4	offer SID
10 91 0 530	Eastfield Lane	Dunnington	Nr 41 08.04.11	to village from village	7 days 7 days	30 30	25 27	30 31	47 06:57	0	0	0	0	0	0	0	see below
10 91 0 530	Eastfield Lane	Dunnington (awaiting more surveys)															Awaiting more surveys
10 91 0 540	Calf Close	Haxby	House 105 31.08.11	to York from York	7 days 7 days	30 30	28 27	35 33	70	0	0	0	0	0	0		Awaiting analysis
10 91 0 541	Calf Close	Haxby	Post 23 09.09.11	nearside farside	7 days 7 days	30 30	19 19	26 25	39	0	0	0	0	0	0		Awaiting analysis
10 91 0 542	Calf Close	Haxby	House 50 02.09.11	to station rd from station rd	7 days 7 days	30 30	22 23	29 29	54	0	0	0	0	0	0		Awaiting analysis
10 91 0 550	Skewsby Grove	Huntington	Nr 8 Geldof Aug-11	to new lane from new lane	7 days 7 days	30 30	16 17	19 21	37 14:33	0	0	0	0	0	0	4	offer SID
10 91 0 560	Stray Rd? Applecroft Rd	Stockton Lane	House 5 Aug-11	to stockton lane from stockton	7 days 7 days	30 30	25 23	31 28	53 19:55	0	0	2	0	0	0	4	offer SID
10 91 0 570	Stirling Road	Clifton	Op Vue Cin Aug-11	to clifton moor from clifton	7 days 7 days	30 30	32 31	37 36	73 22:28	0	1	3	0	1	1	3	Engineering/Enforcement
10 91 0 580	Hurricane Way	Clifton	op currys Aug-11	to clifton moor from clifton moor	7 days 7 days	30 30	23 24	27 29	47 20:11	0	0	2	0	0	0	4	No further Action
10 91 0 590	Grantham Drive	Acomb	OS 20 Aug-11	to poppleton rd from poppleton rd	7 days 7 days	20 20	19 20	23 23	44 16:52	0	0	3	0	0	0	4	see EMAP 08 also. offer SID
10 91 0 600	Micklegate/Bridge St	Can't do surveys No furniture/Scaffolding up								0	1	9	0	0	0		To re visit
10 91 0 610	Manor Lane	Clifton	OS house 2 Aug-11	To A19 from A19	7 days 7 days	30 30	27 32	33 37	100 17:32	0	0	3	0	0	0		Awaiting analysis
90 91 0 202	Strensall Road	Easwick	Op 235 17.08.11	To A1237 from A1237	7 days 7 days	30 30	32 38	38 44		0	0	3	0	0	0	3	Awaiting analysis
11 91 0 010	Burton Stone Lane		OS house 30 Aug-11	to from	7 days 7 days	20 20	24 25	29 30	61 21:54	0	0	0	0	0	0	3	Engineering
11 91 0 020	Chaloners Road	Dringhouses	OS 128 Aug-11	to thanet rd from thanet	7 days 7 days	30 30	30 28	35 32	65 01:16	0	0	0	0	0	0	3	Engineering Enforcement - issue "to" thanet rd
11 91 0 0303	Main Street	Heslington	op the lodge Aug-11	to Fulford rd from Fulford rd	7 days 7 days	30 30	22 30	29 34	56 14:27	0	0	0	0	0	0	4	Engineering /Enforcement
11 91 0 040	St John Street	opp no 33	LP 5 Aug-11	to Lord Mayors W from Lord Mayors	7 day 7 day	30 30	14 13	16 15	26 12:23	0	0	0	0	0	0	4	offer SID
11 91 0 050	Tadcaster Rd	Copmanthorpe (ref 10 91 0 201/2) also	LP 2A9 Aug-11	to village from village	7 day 7day	40 40	37 38	43 42	68 19:13	0	0	1	0	0	0	4	No further action
11 91 0 060	Greenshaw Drive	Haxby	LP 15 16.08.11	to Wandhill from Wandhill	7 day 7 day	30 30	30 28	36 33	77 19:16	0	0	0	0	0	0	3	Engineering / Enforcement
11 91 0 070	Southfields Road	Strensall	LP 8 Aug-11	to princess rd from princess rd	7 day 7 day	30 30	24 23	29 28	47 20:58	0	0	0	0	0	0	4	offer SID
11 91 0 080	Thoresby Road	Acomb	Opp no 10 Aug-11	to st stephens from st stephens	7 day 7 day	30 30	22 22	28 27	53 22:52	0	0	0	0	0	0	4	offer SID
11 91 0 090	Tedder Road	Acomb (Opp Beagle ridge)	LP 19 Aug-11	to Askham lane from askham lane	7 day 7 day	30 30	15 14	19 17	35 08:42	0	0	0	0	0	0	4	Offer SID
11 91 0 100	Tudor Road	Acomb	OS 82 Aug-11	to gale lane from gale lane	7 day 7 day	30 30	25 26	29 31	61 20:57	0	0	0	0	0	0	4	offer SID
	Field Lane	Heslington	LP27	eastbound westbound	7 days 7days	40 40	35 34	40 39								4	No further action

Annex E

Locations signed off the Speed Review Process, but on the current list for Transport Projects to look at for cost effective speed reduction measures.

From July 10 Decision Session

8091013 Stockton Lane, East of Hemplands (nr house 101)
8091013 Stockton Lane, West of Hemplands (site 1, near lamp post 30)
80910113 Stockton Lane, West of Hemplands (site 2, near lamp post 15)
80910171 Beckfield Lane (in 20 limit)
90910080 St. Helens Road
90910170 Bishopthorpe Road, Crem to Palace
90910200 Strensall Road, Earswick, Nr Ilford Close
90910250 Tadcaster Road, Copmanthorpe
90910290 Woodlands Grove, Stockton Lane
90910370 Moorlands Road, Skelton
90910430 Broadway Fulford (nr house no 87)
90910431 Broadway Fulford (towards Heslington junction)
90910450 Church Lane Wheldrake
90910470 Long Ridge Lane, Nether Poppleton
90910571 Haxby Road, New Earswick (Link Rd – White Rose Av)
90910572 Hawthorn Terrace, New Earswick
90910580 York Rd, Strensall, (nr. Barley Rise)
90910620 Naburn Lane, Fulford (in 30 limit)
90910641 Askham Lane, (in 20 school zone)
10910040 Temple Lane, Copmanthorpe
109110050 Huntington Road (nr 567)
10910060 Leeman Road (nr Martin's Court)

From January 11 Decision Session

10910190 Usher Lane Haxby
10910230 Murton Way (East of A64 flyover)
10910260 Murton Lane
10910320 B1224 Wetherby Road

From December 11 Decision Session:-

80910143 Stockton Lane, Stockton on Forest
10910110 Tadcaster Rd, Nr Pulleyn Drive
10910111 Tadcaster Rd, Dringhouses
10 91 0 141 B1222 Naburn
10910150 Manor Heath, Copmanthorpe
10910200 Top Lane, Copmanthorpe (nr house 16)
10910330 Main Street Wheldrake

10910420 Fordlands Road Fulford (opp Crem)

10910460 Green Lane Clifton

10 91 0 500 Main Street, Askham Richard

10 91 0 570 Stirling Road, Clifton

90 91 0 202 Strensall Road, Earswick, South of The Garden Village.

11 91 0 010 Burton Stone Lane (20 limit)

11 91 0 020 Chaloners Road, Dringhouses

11 91 0 060 Greenshaw Drive, Haxby

11 91 0 030 Main Street, Heslington

Location	Feasibility	Proposed measures	Implemented	From Speed Report date	Engineering Brief date	Have had further speed complaints
Chaloner's Road in 20 limit	X	VAS x 2 refresh markings	x	EMAP Jan 08	30.06.08	
Gale Lane	X	nothing cost effective		EMAP Jan 08		
Wigginton Rd (Critchton Ave to level cross)	x	extend 30 add gateway feat	x	EMAP Jan 08	30.06.08	
Bad Bargain Lane	x	VAS x 2	x	EMAP Jan 08	30.06.08	
Carr Lane Acomb	x	add hatching	x	EMAP Jan 08	30.06.08	
Greengales Lane, Wheldrake, in 20 limit	x	VAS	x	EMAP Jan 08	30.06.08	x re investigated 2011 category 4 offered SID
Hodgson Lane	x	VAS	x	EMAP Jan 08	30.06.08	
Knavesmire Road	x	nothing cost effective		EMAP Jan 08		
Strensall Road, south of A1237	x	nothing cost effective		EMAP Jan 08		
Tadcaster Road (Askham bar to Hunters way)	x	nothing cost effective		EMAP Jan 08		re investigated 2010 (different section) targeted enforcement
Towthorpe Rd, near to Haxby	x	gateway improvements	x	EMAP Jan 08	30.06.08	
University Road, Heslington	x	nothing cost effective		EMAP Jan 08		
York Road, Naburn	x	Gateway enhancement	x	EMAP Jan 08	30.06.08	x re investigated 2011 - Enforcement in 30 limit
Burton Stone Lane, Clifton end in 20 limit	x	2 No. 20mph VAS installed - 1 northbound and 1 southbound	x	EMAP Jan 08	30.06.08	x reinvestigated 2011, speeds still over in 20 limit, back to Engineering
Ten Thorne Lane, Knapton	x	further village study due		EMAP Jan 08		
Oaken Grove	x			EMAP July 08	27.05.10	x
Common Road Dunnington	x	30mph gateway enhanced - more conspicuous signs and road markings added	x	EMAP July 08	27.05.10	
York Road Dunnington	x	30mph gateway enhanced - more conspicuous signs and road markings added	x	EMAP July 08	27.05.10	
Bishopthorpe Rd, Campleson to Terrys	x	30mph gateway moved slightly and enhanced - additional sign and road marking added	x	EMAP July 08	27.05.10	
Dodsworth Avenue	x	Recommended traffic calming extends throughout 20mph zone - but no action		Decision Sess Dec 09	07.01.10	
Elvington B1228 York Rd to bridge in 20 limit	x	Dragon's teeth markings added on 40mph west approach into 20mph, plus roundel markings at each gateway	x	Decision Sess Dec 09	07.01.10	
Tang Hall Lane	x	No action		Decision Sess Dec 09	07.01.10	
North Lane, Huntington	x	30mph Gateway moved slightly and enhanced - more conspicuous signs and road markings added	x	Decision Sess Dec 09	07.01.10	
Holtby Village - Straight Lane		30mph extent moved closer to village and VAS removed				PC consider traffic speeding through village since VAS removed
Holtby Village - Holtby Lane	x	30mph extent moved closer to village	x	Decision Sess Dec 09	07.01.10	PC consider traffic still speeding and requested VAS (but proposed roadside development may alter local environment)
Ox Carr Lane, Strensall in 30 limit	x	40mph gateway enhanced - more conspicuous signs and road markings added (VAS not moved closer to gateway)	x	Decision Sess Dec 09	07.01.10	PC / WC would like VAS moving closer to 40mph entry point
New Lane, Huntington	x	30mph gateway enhanced - more conspicuous signs and road markings added	x	Decision Sess Dec 09	07.01.10	
Church Balk, Dunnington	x	gateway enhancements - more conspicuous signs	x	Decision Sess Dec 09	07.01.10	
Rycroft Avenue	x	Refresh centre line	x	Decision Sess Dec 09	07.01.10	
Windsor Drive	x	Maintenance refreshed and extended centre line marking (30mph residential road)	x	Decision Sess Dec 09	07.01.10	
Beech Avenue, Holgate	x	nothing cost effective		Decision Sess Dec 09	07.01.10	xre investigated 2011 offered SID
Eastern Terrace	x	nothing cost effective		Decision Sess Dec 09	07.01.10	

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ANNEX G -York Area - Speed - Target Locations	
	Updated:18/10/2011
Target Number	Location
6	B1222 Naburn Village, York
7	B1228 Elvington, York
8	B1228 Elvington, York
11	Beckfield Lane, York
13	Broadway, Fulford Road, York
14	Church Balk, Dunnington, York
15	Church Lane, Wheldrake, York
16	Clifton Moor Gate, York
17	Dodsworth Avenue, York
19	Fordlands Road, Fulford, York
20	Foxwood Lane, York
21	Green Lane, Acomb, York
22	Chaloners Road Dringhouses, York
23	Greenshaw Drive, Haxby, York
24	Huntington Rd (nr 567), York
25	Main St Askham Richard, York
26	Main St, Stockton on Forest village, York
28	Main Street, Heslington, York
29	Malton Road, York
30	Millfield Lane, Poppleton, York
32	Murton Way, Murton, YORK
33	New Lane, Huntington, York
34	North Lane, Huntington, York
35	Ox Carr Lane, Strensall, York
36	Ryecroft Avenue, Woodthorpe, York
38	Station Rd Upper Poppleton, York
39	Stirling Road, Clifton, York
40	Strensall Road, Earswick, York
41	Strensall Road, Huntington, York
42	Tadcaster Road, York
43	Temple Lane, Copmanthorpe, York
45	Towthorpe Rd Haxby, York
48	Woodlands Grove, York
50	York Road, Haxby, York

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