

Notice of a public

Decision Session - Executive Member for Transport and Planning

Meeting to be held in consultation with the Executive Member for Environment for Agenda Item 4 - A Bike-share Scheme for York

To: Councillor Dew (Executive Member for Transport and Planning)

Councillor Waller (Executive Member for Environment)

Date: Thursday, 12 July 2018

Time: 2.00 pm

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

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm** on **Monday 16 July 2018**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 10 July 2018**.

1. Declarations of Interest

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

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

2. Minutes

(Pages 1 - 2)

To approve and sign the minutes of the meeting held on 14 June 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 11 July 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

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

Filming, Recording or Webcasting Meetings

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The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. **A Bike-share Scheme for York** (Pages 3 - 16)
This decision is to be made in consultation with the Executive Member for Environment.

The report asks the Executive Members to give their support to the appointment of an industry partner who will deliver a bike share scheme which will meet the standards required by the Council and its key partners.

5. **Street Lighting Policy Update** (Pages 17 - 44)
The Executive Member is asked to consider and approve the redrafted Street Lighting Policy.

6. **Petition requesting that the Council adopt streets on a Persimmon Homes estate, including Arlington Road and Tamworth Road** (Pages 45 - 52)
To report the receipt of a petition and advise on the current position with adoption.

7. **Lysander Close: Proposed Amendment to the Traffic Regulation Order** (Pages 53 - 58)
This report requests permission to advertise waiting restrictions on Lysander Close.

8. **Turner Close & Huntington Road: Proposed Amendment to the Traffic Regulation Order - Consideration of objections received** (Pages 59 - 70)
The Executive Member is asked to consider the representations received to the recently advertised waiting restrictions on Turner Close and Huntington Road.

9. **Consideration of results from the consultation in Rosedale Street and surrounding area following petitions received requesting Residents' Priority Parking** (Pages 71 - 106)
The Executive Member is asked to consider the consultation results for Rosedale Street and surrounding area undertaken in April and to determine what action is appropriate.

10. Directorate of Economy & Place Transport Capital Programme - 2018/19 Consolidated Report (Pages 107 - 124)

This report identifies the proposed changes to the 2018/19 Economy & Place Transport Capital Programme to take account of carryover funding and schemes from 2017/18, and new funding available for transport schemes.

The report also provides details of the 2017/18 Economy & Place Transport Capital Programme outturn.

11. Pedestrian Crossings - Review of Requests (Pages 125 - 198)

The Executive Member is asked to consider the contents of the report along with the objections raised against some of the schemes (including a petition for Wetherby Road), and approve the implementation of the individual schemes.

12. Urgent Business

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

Democracy Officers:

Catherine Clarke and Louise Cook (job share)

Contact details:

- Telephone – (01904) 551031
- Email catherine.clarke@york.gov.uk and louise.cook@york.gov.uk
(If contacting by email, please send to both Democracy Officers named above).

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	14 June 2018
Present	Councillor Dew (Executive Member)

1. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

2. Minutes

Resolved: That the minutes of the Decision Session for Transport and Planning held on 17 May 2018 be approved and signed by the Executive Member as a correct record subject to the second bullet point of minute 80 (Declarations of Interest) being amended to refer to item 6 (North York Bus Improvement Scheme) in relation to him being a user of the number 6 bus route.

3. Public Participation

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

4. Revised Boundary for Strensall with Towthorpe Neighbourhood Plan Area

Following the recent consultation on the revised boundary application submitted by Strensall with Towthorpe Parish Council for their Neighbourhood Plan Area, the Executive Member considered a report which recommended that City of York Council approve the application and amend the Strensall

with Towthorpe Neighbourhood Plan Area in accordance with the application received.

The Executive Member considered the following options:

- Option 1 – to approve the revised boundary application for the Strensall with Towthorpe Neighbourhood Area in accordance with the revised boundary application (attached at Annex 1) without modification;
- Option 2 – to approve an amended revised boundary application for the Strensall with Towthorpe Neighbourhood Area with modifications agreed at the Decision Session;
- Option 3 – to refuse the revised boundary application.

The Executive Member noted that the revised boundary application incorporated Towthorpe Moor Lane which was in Stockton-on-the-Forest Parish but that Stockton-on-the-Forest Parish Council had agreed that this area could be included within the Strensall with Towthorpe Neighbourhood Plan. A letter from the Parish Council confirming this had been included as part of the revised boundary application which was included in the agenda papers.

Resolved: That the revised boundary application for the Strensall with Towthorpe Neighbourhood Plan area be approved as per Option 1 in the report.

Reason: To allow the Strensall with Towthorpe Parish Council to continue to progress a Neighbourhood Plan for the Strensall with Towthorpe area.

Cllr P Dew, Executive Member for Transport and Planning
[The meeting started at 2.00 pm and finished at 2.10 pm].



Decision Session – Executive Member for Transport and Planning 12 July 2018

Decision to be made in consultation with the Executive Member for Environment

Report of the Corporate Director of Economy and Place

A Bike-share scheme for York

Summary

1. This report considers the introduction of a 'Bike Share' scheme for York. The report outlines how a scheme might be introduced, highlighting changes which have occurred in the bike share sector over the last two years and reflecting on how the industry has developed across the United Kingdom.
2. The report asks the Executive Members to give their support to the appointment of an industry partner who will deliver a bike share scheme which will meet the standards required by the Council and its key partners.

Recommendations

3. The Executive Member for Transport and Planning, in consultation with the Executive Member for Environment is asked to approve option B:
 - a) Agree to the undertaking of a procurement exercise to secure a dock-less bike share scheme for York for an initial one year period. The scheme must not require ongoing public sector revenue to ensure its continued operation;
 - b) Delegate authority to officers to agree the detailed specification of the scheme with key York partners (LNER, University of York, York NHS Trust and York St John University) and with the preferred Scheme provider.

Reason: To develop and deliver the best possible bike share scheme for York which will meet the needs of users and other stakeholders.

Background

4. 'Bike share' schemes are becoming increasingly common in the UK. 'ComoUK' (collective mobility UK) broadly define bike share as "any setting where cycles are pooled for multiple users". Models include Public Bike share (PBS): Self-service on-street docking stations, workplace pool bikes, railway station hubs, loans, lockers and peer to peer sharing.' (www.como.org.uk)
5. Figure 1 below shows the spread of bike share schemes established across the UK. Some towns and cities have one scheme, with a small number having several. A scheme will be introduced in Leeds in 2018.

Figure 1



6. Following the introduction of bike share schemes in other towns and cities across the UK, York's councillors requested that feasibility work be undertaken for the introduction of such a scheme in York. £50k was made

available as a contribution to a possible scheme launch. A bike share scheme would provide the opportunity for visitors to the City and locals / workers who were not 'bike available' to make journeys around York by bicycle.

Types of Bike share scheme

7. There are two main types of scheme available: the traditional Docked system and the more recent Dock-less systems.

Docked bike systems

8. Up to 2016, the only option available to local authorities was a 'docked' bike scheme (akin to the Santander, or 'Boris-Bike', scheme in London). There are numerous examples of these across the UK, the most widespread being provided by 'HourBike', operating in Southend and Northampton amongst other places and 'Nextbike' operating in Stirling and Portsmouth.
9. A docked system requires dedicated parking areas to be identified around the City and docking stations to be installed at each. Each bicycle has to be collected from and returned to a docking station. In docked schemes the technology tends to be located in the docking station and therefore each station needs a power supply and a means of communicating with the 'back-office' admin system.
10. The Council previously considered the introduction of a bike share scheme in 2014 and came very close to implementation. Unfortunately, shortly after undertaking a tendering exercise the chosen operator went into administration before the scheme could be delivered and the project was not taken any further.

Dock-less bike solutions

11. The main difference between a dock-less and docked solution is that the technology is integral to the bike as opposed to being housed in a docking station. This removes the need for a docking station and possibly for any type of cycle rack as the technology controls the bike's integral lock and all dock-less bikes tend to have 'kick-stands' to enable

them to be parked in areas where there are no racks.

12. Unlike a number of older 'docked' bike share schemes, dock-less bikes are generally managed using smart phone apps. This enables the user to sign up for a scheme, locate their nearest available bike, unlock the bike and pay through their own phone.
13. The 'rent-a-bike' market continues to evolve. In addition to dock-less and docking station systems, schemes which lease bikes to individuals for a monthly fee are emerging. These solutions give the user the certainty of bike availability, but with a monthly fee rather than the full bike purchase cost.
14. 'Peer to peer' bike rental has also emerged as an increasingly popular model. Peer to peer rental operates in a similar fashion to schemes enabling house or flat rentals to third parties when the owner is on holiday, or renting their driveway for parking.
15. Whilst it is accepted that either of these, or other possible bike rental schemes, could emerge in York it is not proposed that these are explored further as part of the launch of a bike-share scheme for York.

Consultation

16. In the preparation of this paper, the Council has engaged with a number of bike share operators and local authorities where bike share schemes are delivered around the UK.
17. The Council has identified that input and support is required from the following key stakeholders if a bike share scheme is to be launched in York:
 - LNER (operator of York Station and the East Coast mainline)
 - University of York
 - York NHS Trust
 - York St John University
18. In-principle support for the delivery of a Bike share scheme has been secured from these organisations. In addition, consultation has also been undertaken with:

- 'Make it York' (as the body responsible for promotion of York's visitor offer);
 - The York Bid
 - York Walk and Cycle Forum
 - The York Cycle Campaign
19. In the preparation of tender documents, views will also be sought from:
- Groups representing people with mobility impairments (such as the York Blind and Partially Sighted Society);
 - Representatives from bike retailers;
 - Representatives from Como UK (the body representing much of the bike share industry);
 - Parties implementing counter-terrorism measures.

Options

20. The following options are presented for the Executive Member's consideration:

Option A

Work with key partners and a Bike share operator to deliver a Bike share scheme for York employing docking stations.

Option B

Work with key partners and a Bike share operator to deliver a dock-less Bike share scheme for York.

Option C

Work with key partners to scope the principles of a Bike share system but enable the procurement exercise to determine whether it the scheme should be dock-less or should employ docking stations.

Option D

Do not proceed with the introduction of a Bike share scheme.

Analysis of options

Options A to C

21. The key benefits of a Bike share scheme lie in the air quality and health improvements they would afford to users (and the wider York population), the improvement of sustainable transport choice and the potential to reduce congestion in the York area. A scheme also means residents

would no longer need to buy and store a bike to be able to have cycling as one of their travel options, this would be very useful to people who live in rented accommodation where secure cycle storage is seldom supplied by landlords.

22. Part of the success of a bike share scheme lies in the existence of effective infrastructure. Many off road and on road cycle facilities already exist across the Authority area. The forthcoming delivery of the new Scarborough Bridge, transformation of York Station and its surrounds and delivery of the York Central and Community Stadium developments make this an appropriate time to introduce a bike share scheme.

23. The key beneficiaries (or users) of such a scheme have been identified as:

- a) The student population – many of whom do not bring a bicycle with them to University and are frequent travellers between the various university campuses, the city centre and other amenities (e.g. York Hospital);
- b) Workers in the city arriving at York Station (or the Park & Ride sites) who may not be able to easily bring their bike on the train, but could make the 'last mile' of their journey using a bike-share bicycle;
- c) Workers employed by businesses with multiple sites across the city who may be required to travel between sites;
- d) Visitors / tourists to the city who may wish to explore the wider city by bicycle (for instance along the riverside paths, etc);
- e) Businesses who could potentially bulk buy credit for such a system to enable their employees (and visitors) to travel around the City.
- f) Local cycle businesses may be able to partner up with a chosen operator to deliver the service and repair of the fleet of bicycles.

24. The key challenges in the introduction a scheme have been identified as:

- a) Parking – Consideration needs to be given to how parking of the bike share bikes can be managed in such a way that the conservational sensitivities of the City are not undermined. Equally important is concern surrounding any potential reduction of space available for

existing cyclists to park their cycles and also for non-cyclists who might have concerns about the perceived or actual street clutter resulting from a bike share scheme. Finding suitable locations where sufficient space is available and is located where users can get reasonable access whilst taking into consideration the above points will be a challenge. A system by which residents or businesses can report poorly parked cycles will need to be put in place to enable the bikes to be moved to an appropriate location in a timely fashion;

- b) Availability – Ensuring that the bicycles are well maintained and are available in the locations where potential users will wish to collect them from (e.g. York Station, Park & Ride sites etc). Both of these criteria will involve a degree of ‘hands-on’ management to ensure that bicycles are re-balanced throughout the day to ensure they are available at key journey commencement locations;
- c) Security / theft – From a supplier perspective, this means accepting that there may be some vandalism or theft (particularly in the initial post-launch period) but having measures in place to mitigate the likelihood of criminal activity. From the perspective of the local authority, this means avoiding a situation where the system ceases to be ‘dependable’ due to the paucity of bicycles available. From a reputational perspective, regular vandalism of the bikes (and their slow repair) should be avoided as undoubtedly this would de-value the network.
- d) Safety – Ensuring that the bike share bikes are safe for users to ride, are well maintained and that there is a robust reporting mechanism available for the reporting of defects is key to the success of any scheme. Further, that the Council and its key partners work closely with the Operator, potentially to offer cycle training for would-be users (an extension to our current adult ‘Urban Cycle Skills’ offer). Most operators tend to partner up with a local cycle shop business to service and repair the fleet of cycles.
- e) Regulation / Competition – the Council, as the Highway Authority, will need to ensure user and operator compliance to either our own or adopted industry standards.

Option A

25. By its very nature, in a City with the potential space constraints which York has (particularly in the city centre), a docked bike solution would be difficult to accommodate. As space in and around the city is in great demand and there are relatively few suitable sites for new cycle parking the Council might need to convert some of the city's existing cycle parking sites to docking stations giving local cyclists less choice about where they can park and potentially deterring some people from cycling into the city centre if they have no confidence that they can find a suitable place to park their bike.
26. There would also need to be a significant investment to provide the docking station infrastructure (including a power supply), some or all of which may need to be provided by the council. Further, the maintenance requirements of this solution would potentially be greater due to the need to maintain not only the bikes, but the docking stations as well. Most docked bike solutions require ongoing revenue to maintain them. If this is not from the local authority, it is from third parties such as Higher Education establishments or the NHS.
27. A docked bike share scheme would help to restrict / control where the bikes are left around the City. It should also be noted that in spite of the proliferation of dock-less schemes, some areas are still choosing docking station schemes (most recently in the West Midlands).

Option B

28. Availability of the dock-less option has resulted in a widespread increase in the total number of bike share schemes across the UK. These have, in turn, resulted in an increase in the number of people cycling in towns and cities across the country.
29. Initially, dock-less bike share schemes were problematic. A small number of bike-share operators introduced their bikes (in some cases, of very poor build-quality) to cities/ suburbs without any consultation with the local highway or transport authority. Users could start or finish their bookings anywhere and little attention was paid to the need to avoid

creating highway obstructions when bikes were left virtually anywhere.

30. Dock-less bike share providers have quickly recognised the importance of engaging with local authorities to ensure that their schemes are designed in such a way that they are in keeping with the ambitions and requirements of the transport authorities and other key stakeholders in the areas concerned.
31. The dock-less bike share providers engaged with to date have indicated that they are now moving to identifying areas where bike share users are encouraged to park their bikes. In sensitive areas these can be marked out with highways signage indicating that the area is for the parking of bike-share bikes.
32. Virtual parking areas can be created which a user would have to park the bike in to activate the locking mechanism. These virtual parking areas can prevent bikes being left in inappropriate locations. Many operators now encourage responsible parking of bikes through financial incentives with points being awarded or deducted for good or bad parking. Rewards such as free hires can be offered for gaining the required number of points or warnings issued if customers drop below a specified threshold. Customers can have their Membership withdrawn after receiving a number of warnings.
33. One of the attractions of the dock-less bike share solution for both the local authority and its key partners is the cost. Currently, the majority of dock-less bike share schemes do not require any ongoing revenue from the local authorities.
34. Local authorities do need to be involved at the outset, however, to agree the ground rules for a scheme, to manage stakeholders, to identify suitable hub sites and to assist with identification of maintenance partners, etc.
35. The Council's key partner organisations have indicated that given the potential capital investment and physical space required for docking stations, their preference would be for a dock-less solution.

Option C

36. Preparatory work by the Council indicates that a dock-less bike share solution would be the most likely to succeed in York. It is clear, however, that there are a number of operators who offer bike share with docking stations and it may be that there is a solution that the Council has overlooked. To this end, the Executive Members may be of the view that it would be preferable to allow the tender process to inform the technical solution, albeit that the tender would still require that a scheme be delivered at zero ongoing operating cost to the Council or its key partners.

Option D

37. The Executive Members may take the view that, in light of some of the difficulties experienced by other towns and cities in the country in the implementation of bike share schemes that the Council should not progress with this initiative at this stage. Should the Executive Members decide to progress with a scheme, it is intended that any agreement between the Council and an Operator would have break clauses and a one year initial period stipulated to enable a scheme to be discontinued should this be required.

Council Plan

38. The plan is built around 3 key priorities:

Working together, engaging with key City partners to deliver a bike share scheme which works for its users and which fits the unique character of the city of York.

We improve, by ensuring that we learn from the experiences of towns and cities elsewhere in the UK in the introduction of a bike share scheme for York.

We make a difference, by increasing mobility, increasing active travel and reducing congestion. City of York Council is urging everyone who lives or works in York to move more, as part of a major citywide campaign to get people across the city healthier and happier

www.movemoreyork.co.uk

A prosperous City for all: Enabling people without access to a bicycle to travel inexpensively across all parts of the York area.

A focus on Frontline Services: Delivering a new service for residents and visitors to the City at very little cost to the York taxpayer.

A Council that listens to residents

Residents of York, North Yorkshire and East Riding have registered their views concerning the future provision of this service.

39. **One Planet Aims** – This local bus service is the most viable sustainable travel option linking the villages served to both the York Designer Outlet and York city centre.

40. **Implications**

Financial –

A one off £50,000 allocation has been made by the Council for the delivery of a bike share scheme for York. Initial supplier engagement indicates that an ongoing revenue stream is not required for the delivery of a bike share solution.

Options A and C

Without the securing of a separate revenue stream (e.g. from advertising), it is unlikely that a docking station bike share solution would prove affordable. Docking stations will vary in cost depending on how many locking points are available at each but will probably cost at least £1K per locking point. For a city-wide scheme the costs would quickly reach six figures to accommodate the number of bikes needed to make a scheme viable.

Options B and C

For a dock-less solution, the £50,000 allocation could be used for the delivery of additional cycle parking or for the provision of marked and signed bays to advise the public of locations where dock-less bikes should or could be parked. This would be particularly important in more sensitive / historic locations around the City. Alternatively the funding could be used to help launch and promote the scheme.

Option D

Selection of option D would require that the allocation made as a contribution to the delivery of a bike share scheme be re-allocated to an alternative transport scheme.

Human Resources – N/A

Equalities – In the introduction of a bike share scheme, consideration will be given to the impact that the bicycles or any ancillary equipment has for users of the public highway. Members of the York Blind and Partially Sighted Society will be consulted throughout the implementation of the scheme.

It is intended that adult sized bicycles will be used for the York bike share scheme. These will be accessible to men and women. It is not intended that children's bicycles or bicycles specially adapted to be ridden by people with disabilities will be introduced as part of this scheme.

Crime & Disorder N/A

Information Technology – The delivery of a bike share scheme could introduce the opportunity for greater monitoring of journeys around the city and therefore more targeted investment of capital resource to deliver improvements where they will be most needed and used.

Information from a bike share scheme may also help to inform and shape the Council's Smart Travel Evolution Programme.

Property – N/A

Other Physical - N/A

Risk Management

41. 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.

Contact Details

Author:

Chief Officer Responsible for the report:

Author's name

Andrew Bradley

Chief Officer's name

James Gilchrist

Titles

Sustainable Transport Manager

Title

Assistant Director of Transport, Highways and Environment

Dept Name

Transport

Report

Approved

Date

2 July 2018

Tel No.

01904 551404

Specialist Implications Officer(s) List information for all

Andy Wilcock / Phill Monk, Procurement Category managers, CYC

Andy Vose, Transport Planner, CYC

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the authors of the report

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**Decision Session - Executive Member for
Transport and Planning****12 July 2018**

Report of the Corporate Director of the Economy and Place

Street Lighting Policy Update**Summary**

1. Following an officer review the Street Lighting Policy which was adopted by Cabinet (Autumn 2014) it is proposed to update the policy to reflect the changes identified in the review.
2. The key changes are
 - To strengthen the policy about sensitive areas of the city and differentiate between the historic core and conservation areas.
 - To improve the policy with regards to managing the risk between trees and lamp columns.
3. The review highlighted that the Street Lighting Policy and the Streetscape Strategy and Guidance do not give consistent advice and therefore the Streetscape Strategy and Guidance needs to be confirmed as guidance.

Recommendations

4. That the Executive Member approves the redrafted Street Lighting Policy and confirms that officers should treat the Streetscape Strategy and Guidance as guidance. A review of the Streetscape Guidance to take place.

Reason: To ensure a proportionate and consistent approach to the management of street lighting across the city.

Background

5. A review of the Street Lighting Policy has taken place that identified a number of areas where the report could be strengthened. A copy of the new document is attached at Annex A.
6. The previous policy did not differentiate between the historic core conservation area and other conservation areas. The redrafted policy clarifies that the Council will be flexible with light levels and equipment within the historic core. Outside the historic core we will aim for standardised light levels and column heights with new columns on the back of the footway. Within conservation areas we will install embellishment kits if that improves the match with adjacent lights.
7. The practice of placing columns to the back of the footway has highlighted issues where this creates a conflict with street trees. The policy has been changed to reflect that when we replace lamp columns we will put them to the back of the footway, but we will not do this if there is a public or private tree that will place the lamp head in the crown. In these instances we will keep the column at the front of the footway.
8. The review also identified that the Street Lighting Policy and the Councils Streetscape Strategy and Guidance are not complimentary. The Streetscape Strategy and Guidance document is a useful guide for officers in respecting and maintaining the character and quality of the City. However, it can only be guidance given that it is unbudgeted and in some regards cuts cross our legal obligations in respect of procurement. For this reason confirmation is sought that it should be treated as advisory guidance only for officers. A review and refresh is proposed of the document.

Council Plan

9. The potential implications for the priorities in the Council Plan are:

A council that listens to residents: The review was originally initiated by local residents to ensure a proportionate and consistent approach to the management of street lighting across the city. The review demonstrates that CYC is a council that listens to its residents and considers their requests for local change.

Implications

10. The following are the only identified implications.

- **Financial** – There are no Finance Implications
- **Human Resources (HR)** - There are no HR implications
- **Equalities** - There are no equalities implications
- **Legal** – There are no legal implications.
- **Crime and Disorder** - There are no Crime and Disorder implications
- **Information Technology (IT)** - There are no IT implications
- **Property** - There are no property implications as all works are taking place within public highway boundaries.

Risk Management

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

Contact

Details:

Author

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

Chief Officer Responsible for the Report

James Gilchrist
Assistant Director Transport, Highways and
Environment

Neil Ferris
Corporate Director Economy and Place

**Report
Approved**



Date 21.06.18

Wards affected:

All Wards

Background Papers:

None

Annexes:

Annex A - City of York Council Street Lighting Policy

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Street Lighting Policy
Form Ref No: SLP/2
V2: May 2018



City of York Council Street Lighting Policy

Second Edition

Introduction

This policy outlines the basic guidance, principles and standards applying to the provision of street lighting. The definition of street lighting shall encompass all items of Lighting Equipment provided on the public highway, including all street lighting and illuminated signs within the City of York Council's boundaries. The term "street lighting" and "illuminated signs" covers all lights illuminating public areas and highways, along with architectural lighting, shelter, subways, tunnels, council parking areas and lit signage excluding traffic signals, push button crossings, and programmable variable message signs. Detailed guidance is given in the appendices included.

Overview and Main Objectives

The provision of lighting within the authority enables residents, visitors and traffic to interact and perform task within the night time environment supporting the following

- Assisting the safety of highway users.
- The reduction of crime.
- The reduction of the fear of crime.
- The promotion and support of sustainable transport (walking, cycling, and public transport).
- The facilitation and support of social inclusion by providing improved freedom to use the streets after dark.
- The support of a vibrant night time economy.
- The provision of improved access to public leisure and educational buildings, supporting life long health and learning.
- Assisting emergency services with improved identification of locations (shortened response times, improved CCTV identification).

Legal Powers and Duties

There are currently no statutory obligation or requirement for a local authority to provide street lighting, instead the following statutes enable and empower them to be able to provide public lighting.

- The Highways Act 1980 empowers a local Highway Authority to provide lighting where they are or will be the Highway Authority (existing roads or new developments). District and Parish Councils have devolved powers as local lighting Authorities conferred under The Public Health Act 1985 and The Parish Councils Act 1957 (however consent must be given from the Highway Authority).
- With these powers the Highway Authority has a duty of care to the users. Any loss or injury to an individual due to the inappropriate use of these powers may result in action being taken to recover the losses. Action can be taken on several grounds including – Negligent exercise of power, Action for misfeasance of public office, Breach of common law duty of care (if it can be established).

NOTE: This duty of care does not imply a duty on the Highway Authority to keep the public lighting lit. Instead it implies a duty to ensure systems and processes are in place to maintain and keep the lighting in a safe condition i.e. the detection of dangers electrical or structural.

- The Health and Safety at Work Act 1974, the Management of Health and Safety at Work Regulations 1992, and Construction (Design and Management) Regulations 2007 set out the arrangements and requirement for works to be carried out in a safe manner along with establishing the arrangements for managing construction works.
- The New Roads and Street Works Act 1991 enable the duties of a Street Authorities to coordinate and regulate works in the highway. All underground cables therefore should be recorded in accordance with this act along with the requirements of the Electrical Safety, Quality and Continuity Regulations 2002.
- Other Frameworks of Legislation that do not specifically relate to highways or public lighting functions (not exhaustive) but deal with issues of the services involved and their provision are – Equality Act 2010, Criminal Justice and Public Order Act 1994,

Human Rights Act 1998, Freedom of Information Act 2000, and the Local Government Act 2000.

Design Standards and Considerations

In addition to and including the legal powers and duties to enable the City of York to have a high quality and consistent approach to lighting, the following standards and approaches are considered when providing new or altering existing installations (detailed description and guidance is included in the appendices).

The City of York Council currently offers a full comprehensive service covering design, installation, maintenance and inspection of all exterior lighting schemes.

- Consideration towards the primary user of the highway and any special requirements for vulnerable users i.e. pedestrians, cyclists, heavy traffic.
- The location and environmental classification / zone of the highway.
- The usage of the highway / area i.e. car park, square, architectural.
- The location of local amenities e.g. schools, public buildings, shops.
- Daytime and night time visual appearance of equipment.
- Obtrusive Light and pollution.
- Energy efficiency.
- Equipment reliability (some lighting types need very little maintenance e.g. LED's)
- Equipment Locations in relation to obstructions and maintenance.
- Whole life costs.
- Strategies relating to whole streetscape i.e. Conservation approach "historic core" Appendix 3.
- Innovations and advanced technologies.
- Equipment specifications (to match CYC's approved standards).
- End of life equipment disposal i.e. recyclability.

- Sustainable and efficient procurement i.e. whole cycle carbon emissions and costs.
- Public risk from accident i.e. passively safe columns, pedestrian crossings and conflict areas.

These considerations are to be taken account of whilst designing to current applicable standards and guidance. Currently all new highway installations are designed to BS5489 2013 Code of Practice for the Design of Road Lighting and BS EN 13201 2003 Road Lighting with reference to the Institute of Lighting Professionals Technical Reports where necessary (detailed application given in Appendices along with criteria for whether lighting is required). Any lighting scheme should limit light to the public highway and it is not considered the Authorities duty to light private access', egresses, or unadopted areas.

Sensitive Areas

For the purposes of this policy, sensitive areas can be considered as the Central Historic Core, Conservation areas along with scheduled monuments, listed structures and other notable locations and their surrounds.

https://www.york.gov.uk/info/20215/conservation_and_listed_buildings/1349/conservation_areas

In designing such schemes the access and maintenance of equipment must also be given consideration, in order not to require onerous provisions causing unreasonable disruption in such sensitive areas i.e. scaffolding to perform routine tasks.

If there is any conflict between the conservation team and street lighting colleagues the decision will be made by the Corporate Director of Economy and Place in consultation with the Executive Member for Transport and Planning.

Consideration for Lighting within the Historic Core

City of York Council recognise that part of the character of York is achieved by not lighting to the national standard within the Historic Core.

This location needs to achieve the balance between lighting to enhance and improve the local environment for amenity value, in terms of trade and tourism, such as using white light for colour rendition or floodlights for shadowing and other effects. In such cases, a higher

standard of light would be permitted, providing always that light control should be no less effective than the normal standard applicable. Equally, there will be unlit areas and areas of parks and woodland, all of which will have to be considered in respect of any new lighting proposals where the 'sky-glow' normally associated with urban lighting would be detrimental to the attraction of such areas and should be avoided. In these areas provided that the primary function of the lighting is achieved then special consideration should be made in relation to enhancing and improving the area through the correct selection of equipment and its location.

In these situations consultation with conservation officers and groups must be undertaken in the development of proposals.

Any selection of replacement lighting structures carried out within the Historic Core (conservation area) would also require consideration from the conservation team prior to any construction.

When developing proposals for the historic core consideration must be given to the following items:

- The activity and purpose of the area being developed – Shops, Public Buildings, Squares, conflict areas (crossings, shared use spaces).
- Listed Structures and Scheduled Monuments in the vicinity including sites of historical reference.
- The height and bearing on of nearby and adjacent buildings.
- Specific features and furniture e.g. trees, benches, fountains, crossing points.
- Existing lighting systems including ambient levels created by properties.
- The levels and surfacing of the ground. Consideration needs to be made for the less able and visually impaired, including the highlighting of hazards.

Consideration must also be given to local knowledge with regards to vandalism, black spots, and anti social behaviour. When lighting architectural features systems must limit any light pollution and spillage.

Lighting equipment should complement and enhance an area whilst not visually being too over bearing and detracting from local features. Existing equipment with historic merit or forming part of a listed structure should be retained and restored by a competent accredited specialist. Where there are opportunities to improve the reliability of the unit it is not necessary to retain the original internal components. Use can be made of modern technologies.

Consideration for Lighting within other Sensitive Areas

Areas which are outside the historic core but are still are deemed as sensitive areas (conservation areas outside the Historic Core) the aim is to achieve the BS Standard for lighting levels BS5489-1 :2013. In order to achieve this the column height of new columns is standardised as 6metres. To mitigate this impact the need for effective light control to prevent light pollution is even more important, which will determine the types of lighting equipment used.

Columns in sensitive areas outside the Historic Core will not automatically require period or replica fittings. Instead greater consideration should be given to ensure there is a uniformity of styles and effect in each proposed scheme. A Street with various streetlight structures and variations of lighting styles will detract more from the aesthetics of a street and area.

Where a single light column is to be replaced in a street, that is within a conservation area, it will be selected to be the closest match to the majority of column in that street, for long streets 10 columns either side of new location will be considered.

In general, new equipment along with the refurbishment of specialist items i.e. ones that form part of a listed structure should be of an LED source. Architectural systems should be programmable and consider colour variance as an option. Any use of other light sources must first be agreed with the Street Lighting Department.

Location of Equipment in Sensitive Areas

In the City of York the vast majority of streets in sensitive areas are narrow with restricted use to both vehicles and pedestrians. In these situations the preferred option of mounting lights is on buildings. Prior to any works agreements must be gained in the order of Way leaves, Listed Building Consents and other legal obligations. The actual sitting and style of brackets and light should take into account the style, location and elevation of the property.

Where building mounting of lights is not possible the lights should be located to be as least visually obtrusive as possible. The columns

should be placed at the rear of footways and avoid detracting from any adjacent property or land mark.

Materials of Equipment in Sensitive Areas

Due to the difficulty and access restrictions in sensitive areas great consideration is needed for those materials in use. All columns ornate or not are required to be manufactured from a single material and have an expected design life of 50 years. Where dissimilar materials are used special systems are required to avoid oxidation. Ornate columns should be modular in that the embellishments should be an attached to a standard column. (Columns made as a single cast unit are no longer used by the City of York due to their prohibitive handling requirements, high maintenance and high replacement costs).

General Lighting Requirements

All lighting schemes within the City of York boundaries shall be provided, designed, installed and maintained in accordance with this policy, its appendices and supporting documents. A failure to adhere to this may result in non-compliance a refusal to adopt the systems and/or creating risk and further costs to the proposer of the scheme. The following general guidance along with specifics highlighted in the appendices sets the basis of all York installations.

Obtrusive Light

In accordance with guidance given by the Institute of Street Lighting Professionals (<https://www.theilp.org.uk/documents/obtrusive-light/>)

Obtrusive light is described as light which falls outside a required area. Because of its level/quantity, direction and colour it can cause annoyance, distraction and discomfort reducing the ability to see correctly (not to mention wastes energy). More commonly known as light pollution it is divided into three specific areas –

Sky Glow- This is the artificial brightening of the night sky caused by water and dust particles in the atmosphere reflecting artificial light. This is most commonly seen as the orange glow over urban areas caused by badly controlled or designed lights shining directly upwards.

Glare- Is an intense and blinding light which causes discomfort. It is often seen against a dark background and often affects the vision of road users creating a hazard. This is mainly caused by poorly designed and maintained lighting.

Light trespass- Is light generally shining where it is neither needed nor wanted, often spilling from properties where the light is located. Poorly controlled exterior lighting shines into neighbouring properties and

reduces privacy, can affect sleep patterns and detracts from the appearance of an area.

When restricting obtrusive light great consideration should be given to the control of the light source with less than 1% of direct light above the horizontal for street light and the use of filters or shutters to control and restrict architectural lighting firmly to the feature being lit.

In addition to these requirements areas of special consideration are –

- Airports and Aerodromes
- Railways
- Harbours
- Transport Interchanges
- Navigable Waterways
- Adjacent Unlit Traffic Routes
- Car Parks (both public and privately owned).

In these instances consultation should be given to the relevant authorities to take account of any further special measures needed.

Shielding of Lights

The vast majority of new and modern lights have fully controlled optics in order to restrict light onto the highways or items that are required to be lit. However it is accepted that on occasion intrusion can still occur. Where this has been at the direct result of the council's maintenance or improvement works where possible the light will be shielded by masking off the rear of the lantern (LED lanterns will not be shielded as they have a sharp restriction of light output). However if the cause is because the issue is outside this i.e. change of occupancy, or room use then the authority has no obligation to shield. In instances where shielding the light will detrimentally affect its output or intended operation then shielding will not be able to be provided on safety grounds e.g. the light is on the opposite side of a road or a considerable distance away from the property. In all occurrences of existing and historical street lights the first responsibility is upon the home or property owner to ensure adequate use of curtains or blinds is made. The council bears no responsibility from a failure on the part of householders to take adequate steps.

Individual shielding requests are decided on by the Street Lighting Department and based on the balance of needs of each location.

Flooding

City of York has areas of public highway and paths where flooding is common in winter months. In these locations where possible the units should take account of the possibility of being wholly or partially underwater for several days at a time. As such it is suggested isolation points and supply connections should be located outside the flood plains i.e. connection boxes and isolators at the top of columns or high up on walls, and Pillars out of the plains themselves. No special requirements are actually needed for the lighting levels themselves beyond standard and special area installations. Advice and requirements are given by contacting both the Street Lighting Department and the Flood Risk Manager at the council.

Lighting of Pedestrian Crossings

Pedestrian Crossings are to be lit to conform to the current British Standards (and advisement from EN13201-2:2003) and comply with the advice of The Institute of Lighting Professionals, Technical Report 12 "Lighting of Pedestrian Crossings". Where required; additional lighting units are to be firmly controlled onto the crossing area itself creating a positive contrast of the lighting. Any beacons should be shielded from local properties as to avoid nuisance caused by "flashing" effects. The lights sources should be LED's and part of the approved list shown in the appendices. It is assumed that all new crossing will require additional lighting through specific "controlled" units.

Traffic Calming Areas

The lighting of traffic calming areas and feature should take account of the requirement within the Highway (Road Hump) Regulations 1996 section 5. Lighting levels should consider and include any physical calming measures in the highway and comply with current British Standards and best current advice from the ILP.

Subways and Underpasses

Subways and underpasses provide a safe route for pedestrians and cyclists to navigate across busy and dangerous junctions as such they are required to be kept in a safe and passable condition at all times.

Due to the nature of them underpasses need to be lit within the requirements of the British Standards, and should be bright and well lit to encourage their usage day or night.

Consideration should be given to varying the levels of lighting between day and night. This is because a higher level of light is generally required in daylight hours to avoid them appearing dark and special note should be given at entrances and exits to avoid a sudden transition between varying levels of lighting i.e. dark and light. This should make them more attractive to the users and reduce anxiety and the fear of crime in such areas.

Light Sources

Within The City of York over a number of years a vast number of light sources have been in use for various schemes, and are still maintained to this day in existing equipment. The following types are the most common in the city and their attributes are included too-

- Low Pressure Sodium – a monochromatic orange coloured light source that gives a good efficacy (light output in lumens per watt) but has very poor colour rendering (measured in Ra as 0) making even orange coloured items appear different. It also has poor glare characteristics and is very hard to control with the majority of light going straight up or backwards. It has a low life expectancy for the lamp (bulb).
- High Pressure Sodium – a peach coloured light of medium efficacy and a reasonable colour rendering (Ra of 25). It has been popular from the 1980's until recently as it gave good all round performance with a choice of good optical control. The life expectancy of this is good with five years between lamp changes now being experienced.
- Fluorescent – a white coloured source with high colour rendering (above Ra 60) but good efficacy and a low lamp life (as experienced by CYC). It is more commonly used for signage and bollards and has been used to replace soon to be outlawed mercury fittings in the city.
- Metal Halide (including Cosmo) – a white light source of high colour rendering and efficacy with a good lamp life. Similarly to high pressure sodium it has been popular in areas where good lighting and colour recognition is needed i.e. CCTV and central areas.
- LED's- Led's currently offer the best rendering with extreme life and good efficacy. Being a more directional point type of lighting

source they offer good control too. This is the choice for the majority of new and improvement schemes in the city.

Selection of Light Sources and Luminaires

For the purpose of street lighting the selection of a source and luminaire will be dependant on application, existing equipment and percentage of lights being replaced, and other special requirements. On all new schemes the light source of choice is LED's with approved models (new installations list), LED specification and adoption requirements (including commuted sums) to be found in the appendices. Should LED's be deemed not capable within the scheme then specific agreements must be reached with the street lighting team and or planning officers in the authority.

Replacement of existing lights should take into account the number and percentage ratio of new lights. Along with the existing type and sources leading the requirements, the usage of the area must also be evaluated to determine if there is any significant change. For example if a road was formerly a high traffic route and is now a closed pedestrian area with the majority of lights needing replacement then it would be better to fully re-design the street. This would give a better level of lighting more applicable for the areas usage. Where as a road of 20 lights with only a few needing replacement would only require the nearest light fitting (in source and style) to the original fitting. Guidance on approved replacement (maintenance) fittings and new fittings can be found in the appendices. Overall decision on models and types will be indicated by the street lighting team.

Columns and Passive Safety

Typically the lighting columns in the authority use range between 6m and 12m in height and depending on location of installation can be of a hinged nature to allow access to the lantern. All columns in the city are to comply with the current standards set in BS EN40-2 2004 Lighting Columns General requirements and Dimensions. This standard maps the country with respects to wind loadings and terrains that street lights would need to be able to safely resist both in maximum expectation and fatigue. York currently specifies tubular steel columns of a medium rating under the regulations and requires them to be pre coated in gloss black with an anticipated column life of 30 years, and coating life of 25 years. Should signs or other equipment need to be mounted to the column then they are limited typically to an area of 0.3m² and maximum weight of 5 kg. Any items outside these parameters require the columns to be specifically designed to accept greater loadings. The normal method of installation with lighting columns is to bury the root in the ground supported with concrete. However where the ground is soft

and unsound or the depths needed can't be met i.e. on bridges then specifically designed methods of installation will be needed. In all cases the method and materials used will be recorded onto the council's asset system.

Where traffic speeds are less than 50 miles per hour or there are a large number of obstructions near or immediately behind lighting columns i.e. buildings, trees, walls etc. Then there is little or no safety advantage to be gained by using a passively safe column. In fact there may be a considerable increase in risk to pedestrians and other road users.

Instead passively safe lighting columns should be used on higher speed roads where risk of death or serious injury from striking a street light is greatly increased. In these situations guidance should be sought from the County Surveyors Society PPR342 "The Use of Passively Safe Sign Posts and Lighting Columns". It is anticipated that "No Energy" columns would be the preferred type of column used manufactured from aluminium. Whilst initial costs may be higher for materials than conventional columns it is anticipated that over the whole life of the installation the cost will be less. This is due to the lower degradation of the materials used (aluminium has an expected 50 year life) and lower replacement needs (columns are socketed into the ground rather than concrete, and have quick disconnect systems reducing the need for electricity board attendance).

Equipment Locations Within the Highway

Lighting equipment and signs as a rule where possible should not obstruct footways. In order to ensure the best possible effect of the lighting and least visual obstruction columns should be located to the rear of footways and to the recommended minimums set out in the current standards (BS5489-1 2013). If little room is available then consideration should be given to mounting items on neighbouring structures. Consideration should also be given to underground service locations, vehicular access, windows, doors, trees, and highway users (disabled, large vehicles, etc.) The final decisions on locations of equipment shall be determined by the street lighting department on a combination of all needs.

Switching and Variable Levels of Lighting

Within the City of York the majority of lights are controlled on and off via a photo-electric cell (PECU). All new and existing PECU's switch at a ratio (LUX) of 35:18 (dusk and dawn). Other equipment is controlled by a time clock, or a remote monitoring system.

Actual levels of light are dictated by the current standards and requirements set out in the appendices, but all new equipment should be compatible with CYC's existing systems and be able to vary their output to ensure that the relevant levels of light required are given at the relevant times.

This ensures that the best use of light and energy is given in all new lighting systems for the city reducing waste.

Maintenance of Lighting Equipment

Statutory Requirements

Currently there is no legal obligation to provide lighting or ensure that it is lit. However the authority is obliged to ensure that any lighting equipment is maintained in a safe condition. As previously mentioned this is governed by legislation such as The Electricity at Work Regulations 1989 and more specifically BS 7671 Requirements For Electrical Installations. These give guidance to safe electrical systems and their protection.

With structural maintenance again there is no statutory requirement other than ensuring an installation is safe. Instead guidance is given by Technical Report 22 of the ILP.

Records and Inventories of Equipment

The Authority currently maintains an electronic record of all lighting equipment (including signs and bollards). This recorded inventory includes any details required to formulate maintenance strategies and energy submissions ranging from individual lamp types, wattages and geographical details. This is all recorded in line with the recommendations of the ILP's Technical Report 22 "Managing a Vital Asset."

Detection of Faults

All faults are received via public reporting either through the council's contact centre or via online methods. Where specific problem areas or locations are being experienced or highlighted then the council will undertake an inspection for repair. Typically the council does not actively night scout. (a night scout is typically a visual inspection via an operative in a vehicle in the hours of darkness to identify if something is lit or not).

When faults are highlighted the authority works to the following SLA targets:-

Category	Description	Response
1	Emergency call-out. Faults causing immediate danger to the public e.g. knock downs or exposed electrical components	Make safe within 2 hours and repair within 4 working days (not necessarily lit, but electrically and structurally safe) ¹
2	High risk faults but with no immediate risk to the public e.g. damaged bollards	Make safe as soon as possible but within 24 hours (maximum). Repair within 4 working days. ¹
3	Outages	Shall be repaired as soon as possible but within a maximum period of 4 working days ¹
4	'Private cable' cable faults	Shall be repaired as soon as possible but within a maximum period of 10 working days. ¹

Faults found to be outside the council's control i.e. mains cable faults are reported to the Distribution Network Operator (DNO) within 24 hours of receipt and are subject to their timescales found here: http://www.northernpowergrid.com/page/unmetered_standards.cfm

(Their usual standards are 20 working days for faults and 35 working days for new connections from receipt of the order or notification).

"The Street Lighting Team aims to work within these targets they cannot guarantee on every occasion this will be possible. Where a fault results in the need for a new piece of equipment (involving the DNO), a specialist part, or a re-design of a whole section then the team will ensure that the equipment is safe and endeavour to rectify at the earliest opportunity".

Electrical Inspections

In accordance with the requirements of BS7671 all electrical equipment is tested every 6 years. The resulting evidence is stored until a new test or alteration is undertaken.

Risk Assessments of Street Lighting Supports(structural Testing)

All Street Lighting columns have been inspected in line with the requirements of the ILP's Technical Report 22 Managing a Vital Asset: Lighting Supports. As such each individual column is scored based on

condition and given a re-test date based on risk of failure. Methods of testing used currently are visual for concrete columns and ultrasonic/din search testing for steel columns (for cracking and section loss) undertaken by a qualified and registered lighting column tester.

“Whilst risks are managed we cannot be wholly certain of the condition of a lighting column at all times as such any concerns observed should be brought to the attention of the street lighting department”.

Trees, Bushes, and Greenery

In relation to the access maintenance and safety of street lighting equipment careful consideration should be given to the location and type of existing greenery and any proposed planting of new items. In new schemes where possible equipment should be located away from the canopy and root systems of mature trees, this will avoid any obstruction of the light and possible damage from branches. Similarly new trees should not be planted in service margins or the direct vicinity of lighting equipment. The planting of shrubs and other greenery should also be such as to ensure safe access to doors and mechanisms on columns and cabinets alike.

When replacing columns the principle is that we will locate them to the back of the footway. However, if this places the lamp head within the crown of a public or private tree we will keep that column to the front of the footway.

Where an item of greenery on private property encroaches onto the public highway as such to obscure or damage street lighting equipment then it will be considered a “Highway Obstruction” and be required to be cut back or removed. Failure to comply may result in the council undertaking the works and recharging the costs to the property owner.

Existing trees and bushes obscuring or damaging equipment may where possible be cut back by suitably qualified persons.

Should any lighting equipment be observed as damaged or obscured by greenery then it should be reported to the street lighting department.

Adoption of Lighting Schemes

In areas required to be lit the City’s street lighting policy shall form part of the section 38/ 278 agreement and shall be adhered to. Deviation from this policy may result in non compliance and therefore the scheme may not be adopted by the authority. All installations and schemes (section 38/278, and other “adoptable” systems) are required to be inspected by CYC Street Lighting. Any costs incurred will be re-cooperated by the Authority.

Standards of Lighting

For all developments the standard of lighting shall be in accordance with the levels set out in the appendices. Typically they shall be as prescribed by the levels of BS5489-1:2013 (see appendices for further guidance.)

Undertaking or Commencement of Works

New works or alterations on existing highways shall not commence without prior notification to the street lighting team. The developer shall notify the authority of the works proposed and the equipment effected. Whilst the works are in progress the developer shall hold full responsibility for the maintenance of all street lighting equipment within the site boundaries for the full duration. The developer shall also ensure that existing/ safe levels of lighting remain during the course of the project, or until new equipment is operational. Records should be kept and provided to the authority of these works.

For works and designs undertaken by the street lighting department it shall be considered that they are fully compliant and therefore adoptable without further inspection. All Maintenance and Faults' liabilities shall be met by CYC on installations undertaken by the street lighting team; however any accidental or 3rd party damages costs will still have to be met by the developer/ promoter of the scheme.

All works and developments undertaken outside the street lighting section (section 38 and 278 works) prior to inspection or handover must undergo any required routine cyclical maintenance i.e. lamp changes after three years, electrical testing to BS7671 after six years (a service CYC offer). The results then will be provided to the street lighting section along with as constructed drawings showing equipment locations, equipment specification (including control gear makes/types), cable plans, specific DNO/ IDNO agreements and if required lighting level readings. Also an inventory of equipment used in relation to their location must be provided. Upon receipt of these the installation will be inspected by CYC Street lighting (costs to be met by developer/promoter) and any resultant faults or alterations rectified prior to approval. All faults and repairs are the responsibility of the developer until adoption of the lighting system has been approved. Should no plans or inventory of equipment be provided prior to inspection then surveys can be undertaken by the authority at the cost of the developer.

Consultation with the authority and other parties

All Highway and development proposals involving external lighting are required to be submitted to the authority for approval. This is required

for both areas to be adopted or unadoptable private areas. The reasoning being adoptable areas need to conform to the council's specification and unadoptable areas are required to control lighting as not to be a statutory nuisance through light trespass or spillage. In schemes adjacent or within conservation areas further consultation should be given within the general guidance of "special areas" found earlier in this document.

Commuted Sums Payable

Lighting schemes shall comply with this document and its appendices.

As Such CYC requires all new developments and "adoptable" installations provide commuted sums in order to re-cooperate "reasonable" maintenance costs.

The formulae and actual sums structures are to be set out within the overall Highways Commuted Sums for Developments Policy, which is set to be published in the near future. Until then guidance should be sought from the Lighting Department and adoptions officers.

Alternatively to payment of a commuted sum on agreement with the authority the developer may wish to offset the carbon usage at a 50% reduction to the commuted sum by providing a "carbon offset" scheme to the council. *To qualify the scheme must be designed, managed and installed by CYC to current "low energy" requirements, with the funds forming part of the Authorities carbon management programme.*

Network Connections

It is anticipated that the vast majority of new equipment will be fed directly from the DNO/IDNO's mains cables. Where a private cable network is to be used the design first must be approved and on completion full as constructed drawings provided with calculations and on site testing readings. The majority of mains connection should be provided by the DNO/IDNO, however where the works are considered contestable then a third party Independent Connections Provider (ICP) may be used. The ICP must be accredited and audited by the DNO/IDNO as per the current regulations. Failure to do this will result in the development not being adopted.

Private cable networks should only be used as a last resort and prior agreement to their use and design must be given prior to installation by the street lighting section.

Unmetered Supplies of Energy and Carbon Emissions

Subject to procurement regulation the authority currently purchases its energy via The Yorkshire Purchasing Organisation (YPO). YPO works on behalf of a number of public bodies and combines their electrical requirements in order to get better prices. Currently the energy provided is described as good quality CHP with a lower carbon impact.

Unmetered energy supplies are calculated based on an accurate inventory (kept by the authority) that is submitted and agreed with the DNO.

In addition to this the number of hours that the lights are deemed to be lit is measured by either a nationally recognised number or measured by an array of photo voltaic cells. The array is populated with cells that are typical of use by the authority and the measured on and off times are sent via a data stream to the electricity companies. This measurement is then used to calculate the amount of energy used.

The City of York Council is committed to reducing carbon emissions across the authority as a whole and as such has targeted street lighting to cut emissions by 25% by 2015.

This is being and has been done by a number of strategies and schemes as follows:-

- Trimming of cells- Photocell traditionally had turn on and off levels of (lux) 70:35. This was taken typically to allow equipment to start and “warm up” prior to sunset. Modern electronic equipment takes far less time to “warm up” and in some cases full efficiency is instant. Because of this the authority changed the vast majority of its PECU’s to a 35:18 (lux) regime cutting the hours lit and energy used.
- Use of innovative technologies and electronics – Within the last five years the pace of development and innovation in lighting technologies has accelerated allowing the authority to consider novel approaches to lighting the public highway. Electronic control gear and LED’s have led the way enabling the authority to better light the highway with less energy in a more applicable way.
- Variance of lighting levels – Until recently when lighting a highway the levels of light set under British standards took account of peak usage or needs of that particular area, with the

measured level being at the time of routine maintenance i.e. lowest amount of light output from a lamp. As such this means for the majority of the time it is lit, a lighting scheme is at a far higher level than needed. Changes in design standards and technology mean that the authority are now able to light a highway to the applicable standards required at the applicable time in a cost effective manner. This allows the authority to reduce wastage in an effective manner.

- De-Illumination of signs and bollards – The Traffic Signs Regulations and General Directions 2002 (TSRGD) and subsequent amendments sets out the requirements for signs and bollards to be lit in the public highway. Following a number of studies into safety and visibility the requirements have been relaxed and as such a large amount of equipment no longer requires lighting. In these cases the council aims to remove and de-illuminate redundant equipment. This not only reduces the energy usage, but reduces safety liabilities from electrical equipment.
- Renewable energy equipment – currently where a bollard (keep left/right, no-entry) is required to be lit the authority replaces it with a solar powered unit. This cuts the energy requirements to zero and reduces safety implications from mains electric. We are also currently evaluation solar sign lights as well as trialling solar bus stop and footpath lighting to evaluate its effectiveness.

Appendix 1

Environmental Zones within City of York Boundaries

For the purposes of the design of all new lighting installations and control of light pollution within the authority, York will fall into the Environmental Zones E2, E3, E4 as set out within The ILP's Guidance Notes on the Reduction of Obtrusive Light.

Typically the areas can be described as follows:-

E4- Areas of High District Brightness

These are areas of high night time activity normally described as town centres. In York this should be considered as areas similar to Coney Street, Parliament Street, and Micklegate where there are high levels of shopping, through footfall and evening entertainment.

E3 – Areas of Medium District Brightness

Small centres and suburban locations best fit this criteria, It is anticipated that the vast majority of the city will fall into this category with large conurbations such as Acomb, Clifton, and Woodthorpe being good examples.

E4 – Areas of Low District Brightness

Small Villages and rural areas fall into this category. By their very nature the lighting in these places will be minimal and tightly restricted.

Any areas outside the above parameters would be considered as below the requirements for lighting. Although given as a guide the above zones may not blanket cover wide areas. For example within the historic core there is a large mixture of well lit open areas surrounded by darker pathways and ginnels. As such careful consideration must be given to the control of light in these adjacent areas along with upward light spill. In these instances guidance should be sought from the Street Lighting Department.

The following parameters give the obtrusive light limitations for these zones.

Environmental Zone	Sky Glow ULR (max %)	Light Intrusion (into Windows E _v (lux)		Luminous Intensity I (candelas)		Building Luminance Pre-curfew
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	Average, L (cd/m ²)
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10
E4	15.0	25	5	25,000	2,500	25

(further information and guidance can be found in “Guidance Notes for the Reduction of Obtrusive Light GN01” from the ILP).

Typical Lighting Class Selection in York

Generally new schemes should follow the guidance given within BS5489-1 :2013. All Schemes should take advantage of the ability to vary levels and classifications to reflect the requirements at any particular time.

For consideration in residential areas the typical height for columns should be taken as 6m and the light source LED. As such classifications should be taken from tables A.5 or A.6 of the standard utilising “P” classifications. Typically the majority of suburban residential streets will be P4 dropping to P5 between midnight and 6 AM.

Traffic routes should be lit by the luminance method and governed by the levels set out in BS5489- 1 :2013 tables A.2 and A.3 with the vast majority of areas falling within table A.3. It is anticipated that at peak times most major traffic routes will exceed 65% capacity in the city and fall within the M3 classification. On traffic routes it is advisable to consider the use of variable lighting levels however in some very central areas this may not be possible e.g. sections of Bootham, Gillygate, Blossom Street. Advice should be sought from the lighting team for suggested levels required.

Conflict Areas likewise are to be dictated by table A.4 of BS5489 with particular emphasis on exceeding the 0.4 U₀ minimum.

Other Areas

Other specific areas to be lit within the public realm should follow the guidance given within BS5489, however particular emphasis should be made to improve on uniformity levels set. For example in public car parks the average luminance would be expected of 20 lux and a minimum uniformity should exceed 0.25. The authority would consider the requirements to be able to recognise objects both in and out of vehicles along with reducing crime and the fear of crime for the U_o levels to exceed 0.4.

Appendix 2

Standard Maintenance Range of Associated Street Lighting Equipment

Item	Model
Column & Paint system	Galvanised steel or aluminium to EN40 medium grade with Permoglaze PPA 571 Gloss Colour Black RAL 9005 (30 Year Life) and a minimum G2 root coat spec.
Illuminated Traffic Bollards	Solarbol
Illuminated Traffic Signs	Delta(LED) or LUA LED
	Retro fit LED lamp.
Zebra Crossing Beacon	3 white/black bands with, yellow globe with Led flash, post 3.1m height above ground level with planted foundation.
Centre Island Beacon	2 white/black bands, opal LED globe, post Hinged 4.7m length, 3.8m height above ground level with planted foundation.
Feeder Pillars	Pillar with Tri-head Screw
Photo Cell	SS3 35/18 one part PECU mounted in Nema socket
Cut Outs	DPI with BS 88 Fuse(s). Cut out to be rated up to 32A
Underground Cable	XLPE / SWA / PVC 3 Core Copper Cable

Standard Range of Design and New Scheme Lanterns

Further to the above-

All columns are to be secondary Isolated with the 32 A isolator rated at IP33 with a 4 A BS88 MD fuse. Lanterns are to be pre-wired 1.5mm t&e cable or flex to BS 6004 to the DPI. Between the DNO cut out and the DPI the cable is to be 2.5mm single and an earthing block supplied

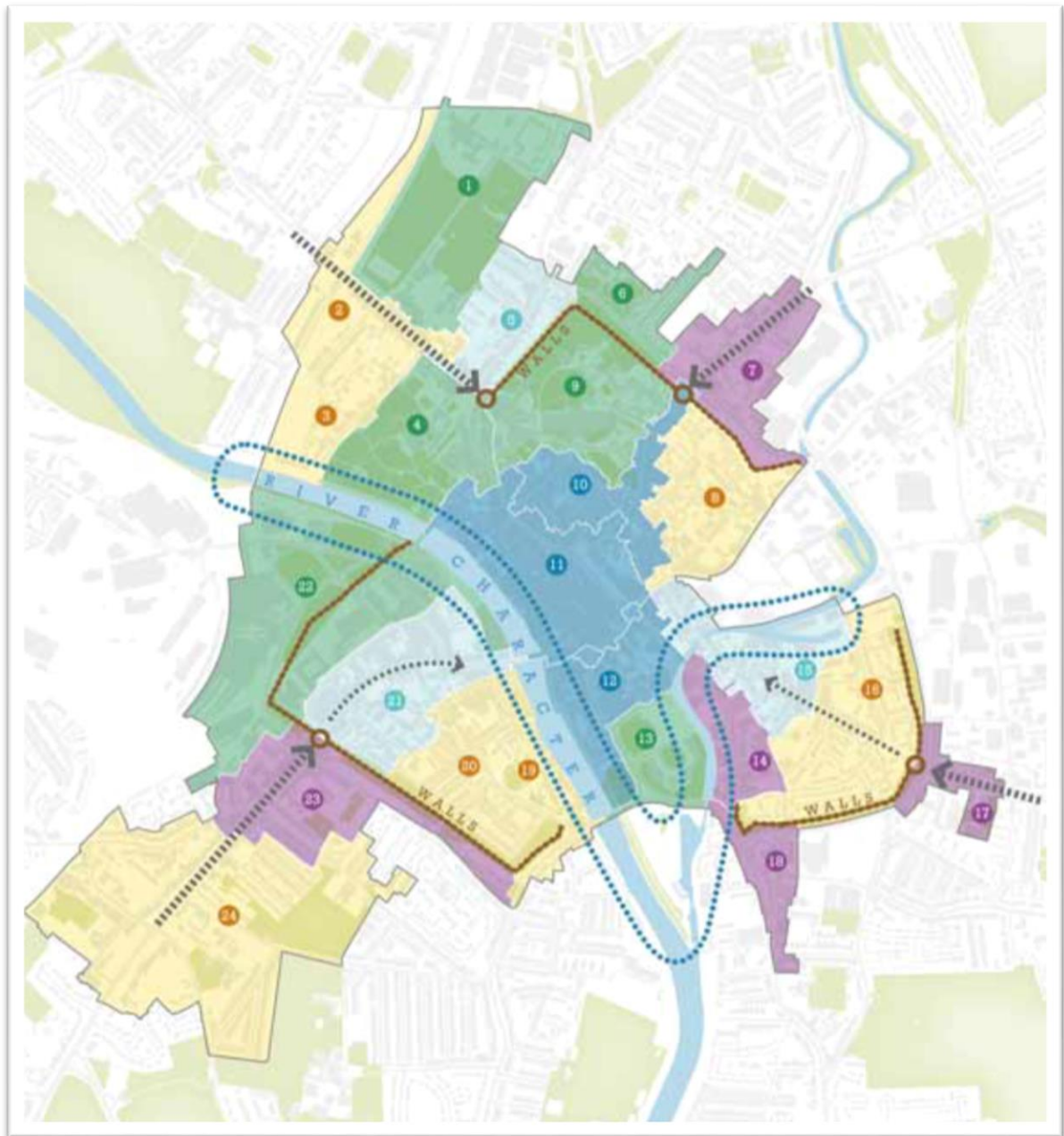
separate with a “safety electrical connection” tag. Earth bonding is to be 6mm green and yellow.

On section 38/ 278 developments/schemes where underground DNO cables are required to be installed in ducting to the required locations the ducting must be black as per DNO specification.

If any street lighting is to be cabled privately due to any constraints of locations, the cables must be SWA XLPE and in Orange ducting as per street lighting requirements. This scenario should only be undertaken when DNO services cannot be achieved and must be authorised by City of York council street lighting department.

The above lists are not exhaustive and alternatives that meet or exceed the current standard of equipment may be used upon agreement with the street lighting team. Discussions should be sought prior to design and installation with agreements on materials potentially negating part of the requirements for commuted sums.

Appendix 3
York Central Historic Core/ Conservation Area



Street Listing

Bootham Park Hospital	Minster Precinct
Bootham	The Medieval Streets
Marygate	Central Shopping Area
Museum Gardens & Exhibition Square	King's Staith & Coppergate Centre
Gillygate	Castle
Lord Mayor's Walk	Piccadilly
Aldwark	Fossgate & Walmgate
Monkgate	Outer Walmgate
Bishophill	Walmgate Bar
Micklegate	Fishergate
Railway Area	Queen's Staith & Skeldergate
The Mount	Blossom Street & Nunnery Lane



Decision Session - Executive Member for Transport and Planning**12 July 2018**

Report of the Corporate Director of Economy and Place

Petition requesting that the Council adopt streets on a Persimmon Homes estate, including Arlington Road and Tamworth Road**Summary**

1. To report the receipt of a petition and advise on the current position with adoption. Copy of petition at Annex A.

Recommendation

2. It is recommended that:

- The recent progress on progressing towards adoption of the streets (as shown in attached plan, Annex B) is noted.

Reason: This will respond to residents request to adopt the streets concerned.

- A verbal update will be made at the decision session due to the nature of ongoing work covering different components needed to complete the process.

Reason: To provide a comprehensive and up to the minute picture and provide assurances as to the timeline for adoption.

- Upon completion of the adoption of the streets (as per the attached plan), officers will notify the lead petitioner, the ward councillors and Executive Member.

Reason: To confirm that the adoption has been completed.

Background

3. The housing estate was developed by Persimmon Homes between approximately 1997 and 2000. Originally prior to local government

reorganisation being a development approved by North Yorkshire County Council.

4. On transition to the City of York Council, the estate roads were subject to the usual procedures in terms of the design and specification being to council standards. An agreement (Section 38) was put in place, in which a number of standard criteria have to be satisfied in order to allow ultimate adoption by the local highway authority.
5. The works to the streets were substantially completed it is estimated in 2000. However a number of key items were not addressed at that time and have unfortunately (until quite recently) not been a primary focus for the developer. During this period Persimmon Homes have been fully responsible for maintenance the streets including verges and street lighting.
6. Perhaps the primary issue which has led to the very protracted delay in adoption of these streets is because of issues largely outside the scope of the local highway authority. This relates to a surface water pumping station built by the developer and intended to be adopted by Yorkshire Water. It is standard practise in new developments to ensure that the sewers (under the prospective highway) are vested with the appropriate body (in this situation YW) prior to the council adopting the streets. This being to mitigate the risk and liability of the sewer system not being designed, constructed (and adopted) to YW standards and/or needing upgrading/replacement prior to the highway being adopted. This is standard procedure for local highway authorities in England and Wales.
7. The reason for the delay in the adoption (by YW) of the surface water sewers is due to an issue with land ownership; the pumping station being built on private land and thus not transferable. This long standing matter has very recently been resolved. Foul sewers are now adopted and the surface water component will follow. As such, this no longer presents a stumbling block for highway adoption.
8. Drawings which accurately represent the streets, known as 'as built' have now been received, these forming a record of the asset which will transfer to local authority responsibility..
9. Council officers have been pushing the developer for several months to seek to finalise the process and in the last couple of months have met with the developers site engineer, to 'walk through' and agree upon any issues apparent with the condition of the surface of the highway, this including street lighting and gully's. A series of relatively minor civils

works have been undertaken and these have been signed off by council officers.

10. The remaining items at the time of writing relate to street lighting and gully cleaning. With regards to both parts, the authority has sought a commuted sum which Persimmon Homes will pay to the council. This will cover a schedule of works which the council will then undertake including the jetting (cleaning out) of gulleys and bulb replacement on street lighting.
11. It is anticipated that a further update will be presented at the meeting on these aspects.

Council Plan

12. The adoption of streets within developments contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

13. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

14. None.

Contact Details

Authors:

Name Richard Bogg
Traffic & Highway
Development Manager
Tel: (01904) 551426

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director, Transport, Highways &
Waste

Neil Ferris, Corporate Director Economy
and Place

Report Approved ✓

Date 28/06/18

Specialist Implications Officer(s)

None.

Wards Affected: Rawcliffe & Clifton Without

For further information please contact the author of the report.

Background Papers:

None.

Annexes:

Annex A - Petition e-mail

Annex B - Street plan

List of Abbreviations used in this report:

YW – Yorkshire Water

Petition E-mail

Dear Cllr Aspden,

Please find attached our petition for the adoption of roads on the Arlington Road/Tamworth Road Persimmon Estate.

Petition reads:

We the undersigned call upon City of York to adopt all highways on the Arlington Road/Tamworth Road Persimmon Estate.

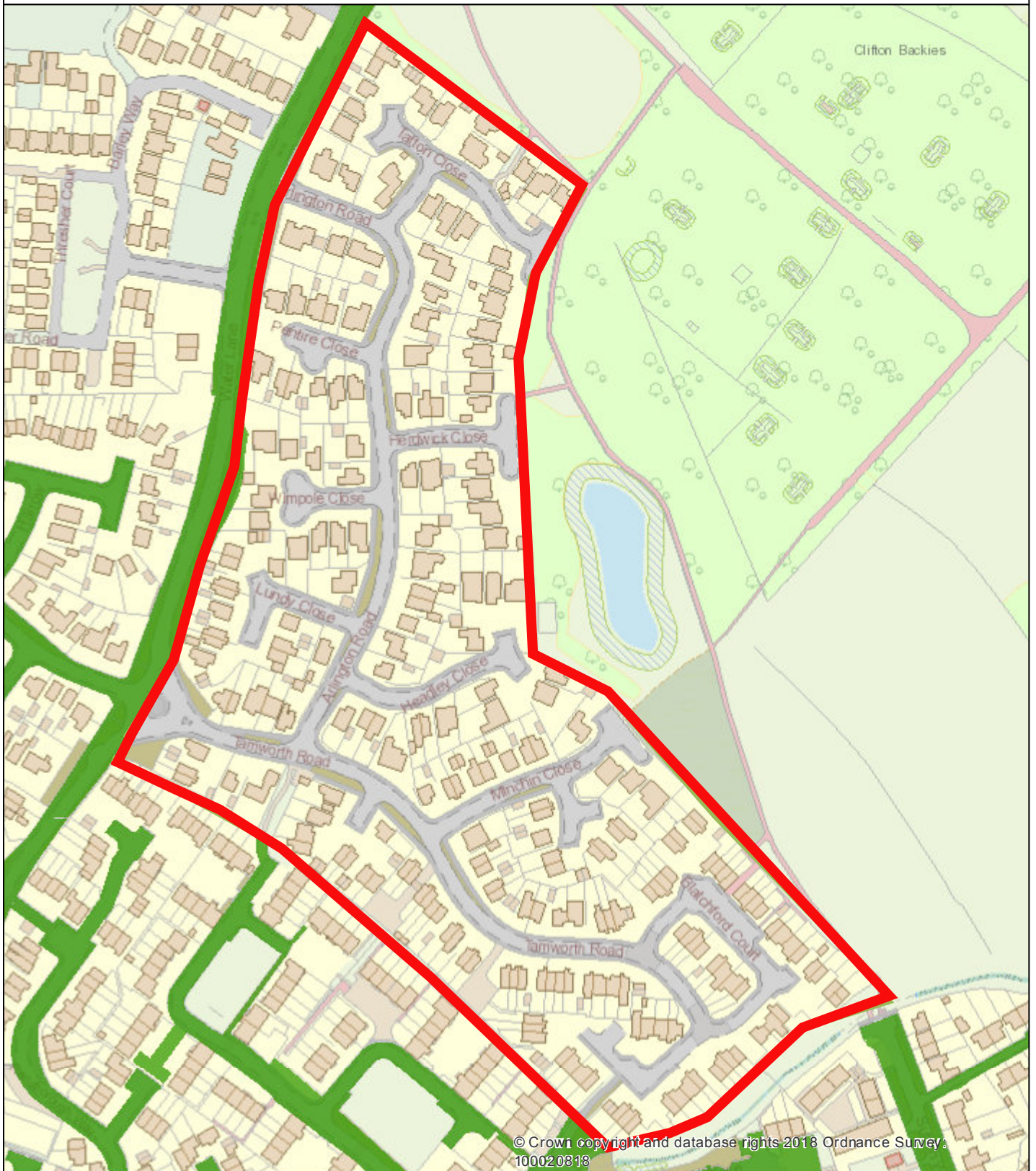
144 residents of the estate have signed the petition - attached are those who have signed the petition - names, addresses and contact details.

Best wishes,

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Streets the subject of the petition (not adopted)

ANNEX A



Date: 12 Jun 2018
Author: City of York Council
Scale: 1:2,500



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Decision Session - Executive Member for Transport and Planning**12 July 2018**

Report of the Corporate Director of Economy and Place

Lysander Close: Proposed Amendment to the Traffic Regulation Order**Summary**

1. Requesting permission to advertise waiting restrictions on Lysander Close

Recommendation

2. The Executive Member is asked to agree Option One:

Advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:

- I. Introduce waiting restrictions on Lysander Close as outlined in Annex A

Reason: To remove obstructive parking for access to Business Outlets and footway parking.

Background

3. Lysander Close has recently been redeveloped and is the only access for vehicle transporters to gain access to a new car dealership. Part of the adopted highway has been stopped up to accommodate this (funded by the applicant).
4. Restrictions have recently been authorised to be implemented on part of the access route on Lysander Close. The remaining part of unrestricted access is already subject to obstructive parking during the working week at all times. We anticipate the amount of obstructive parking will not improve and is likely to be exacerbated after implementation of the new restrictions (see Annex A for details)

5. The developer has requested an extension of the no waiting at any time restrictions (double yellow lines) to cover the remaining carriageway to keep the footway and access to the new dealership for the larger transporter vehicles unobstructed.



Picture of parking taking place Before the newly implemented Restrictions were placed. The area is heavily parked up with both footways obstructed.

Analysis

7. This is a business outlet area with no residential properties. The new car dealership will increase vehicle and pedestrian movements in the area. Waiting Restrictions (double yellow lines) will enable larger delivery vehicles to access the new and existing business outlets and keep the footways clear for pedestrian use.

Options

8. **Option One (Recommended Option)**

Advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:

- I. Introduce waiting restrictions for the full length of Lysander Close as requested by the developer and outlined in Annex A

Reason: To remove obstructive parking and access as requested. This is the recommended option.

9. **Option Two:**

To take no further action on this matter at this time.

This is not the recommended option because the safety issues

pedestrians and drivers will remain unchecked

Consultation

10. We have consulted with the managing agent for the eastern half of the Clifton Moorgate Business Estate (JLL) and they support the application for an extension of waiting restrictions in this area.
11. The proposal to amend the Traffic Regulation Order will be advertised in The Press, notices placed on street and details delivered to businesses adjacent. Any interested party can make a representation of objection or support to the proposal.

Any objections to the proposal will be brought back to the Executive Member for Transport and Planning for consideration.

Council Plan

12. The above proposal contributes to the City Council's Council Plan:
 - A prosperous city for all – where local businesses can thrive and residents have good quality jobs, housing and opportunities
 - A council that works in partnership with local communities

Implications

13. This report has the following implications:

Financial – Funding is being provided by the developer

Human Resources – None

Equalities – None identified at this time. The consultation process and representations received will enable us to identify if there are any concerns we should be aware of under this section.

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

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

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

Contact Details

Author:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director: Transport, Highways
and Waste

Neil Ferris, Corporate Director Economy
and Place

Report Approved: ✓ *Date:* 19.06.18

Wards Affected: Rawcliffe and Clifton Without

For further information please contact the author of the report.

Background Papers

None

Annexes

Annex A, Plan of the proposed waiting restrictions



DEVELOPMENT BOUNDARY

AREA STOPPED UP (NO LONGER HIGHWAY)

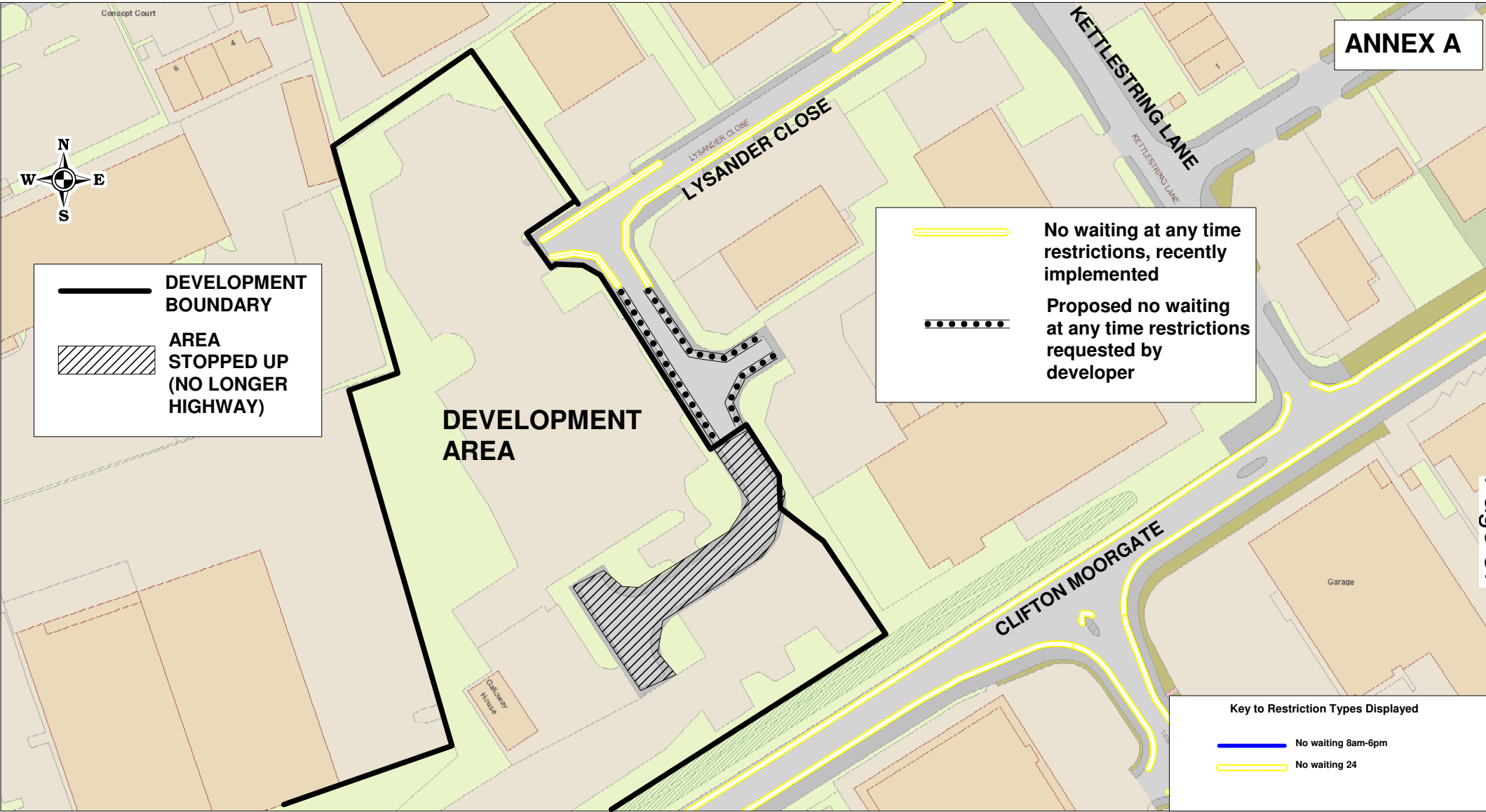
No waiting at any time restrictions, recently implemented

Proposed no waiting at any time restrictions requested by developer

Key to Restriction Types Displayed

No waiting 8am-6pm

No waiting 24



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ANNEX A, LYSANDER CLOSE

SCALE	1 : 1341
DATE	30/05/2018
DRAWING No.	
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Decision Session - Executive Member for Transport and Planning

12 July 2018

Report of the Corporate Director of Economy and Place

Turner Close & Huntington Road: Proposed Amendment to the Traffic Regulation Order - Consideration of objections received

Summary

1. Consideration of the representations received to the recently advertised waiting restrictions on Turner Close and Huntington Road

Recommendation

2. The Executive Member is asked to agree Option One.

Advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:

- I. Implement as advertised with a reduced length of waiting restrictions on the west side of Turner Close as outlined in Annex B
- II. Implement a shorter length of waiting restrictions on Huntington Road as outlined in Annex B

Reason: To remove obstructive parking and improve sight lines whilst taking into consideration the objections received during the consultation process

Background

3. Turner Close consists of 32 properties, vets, SPAR/Post Office and an emergency Ambulance Station. The area was developed by Linden Homes and the highway was adopted by City of York Council in August 2017
4. The planning process, 11/03269/FULM, negotiated a section 106 agreement with the developer which included a £2k contribution for an

amendment to the Traffic Regulation Order for restrictions in the area as required due to the impact of the development.

5. Following complaints from residents of Turner Close about inconsiderate parking obstructing the footpaths and sight lines the Executive Member for Transport and Planning authorised officers to advertise a proposal to introduce waiting restrictions as outlined in Annex A.
6. In addition to residents concerns the NHS ambulance service requested we address the following issues to ensure safe access/egress at all times:
 - we have had a number of near miss incidents with people just driving out of the cul-de-sac's but more often just driving out of the Spar car-park without looking so maybe a stop line or give way would help at all junctions (give way entrance markings will be placed on street in the near future)
 - We have issues with people parking on Huntington Rd prior the hatched area especially in rush hour periods where we are negotiating very heavy traffic and often turning into on-coming vehicles; this comment led to the proposals for Huntington Road
7. This is a mixed use street and most residential properties will require some nearby on-street parking amenity for visitors. Consequently, we left two areas for on-street parking on the western side of the carriageway on Turner Close. These areas are sufficient for 6-7 vehicles to park. This will ensure sight visibility splays are maintained and keep the eastern footway unobstructed; most pedestrian use is on the eastern side.
8. The proposed area on Huntington Road is at a section of carriageway where it narrows. Parked vehicles are creating a situation where to pass them vehicles are encroaching onto the other side of carriageway. We have previously received requests for action at this location from residents but have resisted as the parked cars can act as a natural traffic calming measure. The additional request by the ambulance service suggested the benefits of removing the parked vehicles now outweighed any speed reduction benefits they may have provided.

Representations Received (with officer comments)

9. We have received
 - two representations in support

- two objections to the proposal for Huntington Road
- two objections to the proposal on Turner Close

Support

10a Yorkshire Ambulance Service NHS

We support the proposals. Parking for our staff is extremely tight and we often have to park on the roadside....happy that there will be limited parking on Turner Close.

We pleased with the proposed parking restrictions on Huntington Road – if we exit to the left we can often face oncoming vehicles on the wrong carriageway as they navigate parked vehicles, it will also ease our progress when navigating heavy traffic.

Resident of Turner Close

I offer my support for the proposals and am confident that my neighbours also welcome them. ... become increasingly dangerous for my children due to careless and inconsiderate parking as well as causing issues for ambulances leaving the station. ... unable to use the public footpaths because of cars parked partially on the footway – this has also caused my five year old daughter to cross the road between parked cars. I have been unable to exit my own driveway due to parked cars obstructing access.

Officer Comments

Both representations of support highlight the issues reported to us which resulted in the advertised proposal for waiting restrictions (Annex A).

Objections

10b Resident of Turner Close

I have lived here for 4 years and have no problems with the ambulance staff parking their vehicles. There is no provision for alternative parking should the restrictions be implemented.

The proposal leaves no visitor parking and nearest unrestricted parking is about 6 minutes walk. This will compromise the safety of my visitors (especially at night time).

Alternative parking needs to be provided before any restrictions are placed on Turner Close.

Pets at Home Group PLC

We strongly object to the proposal. We do not perceive to be an issue

with safety; it is a dead end with very little traffic flow beyond the vets and SPAR. We do not believe these measures are necessary. Our premises have 25 team members, 12 of which may be present at any time. Our car park has 7 spaces and a disabled space. There is no park and ride that serves this location and no other parking options in the vicinity. We operate a 24 hour service and staff need to park close by to ensure their safety. This is effectively an animal hospital and we receive emergencies, clients need to park directly outside.

Clients: If parking becomes unavailable we will lose clients and struggle to attract new ones. Proximity of parking is crucial to our business (clients carrying sick animals etc). These restrictions would be damaging to the viability of the business.

The vets practice was there before the residential properties. Residents have taken occupancy in full knowledge of vets practice and its parking requirements. It is unfair for residents to request waiting restrictions that are of detriment to the pre-existing business.

If restrictions are to be introduced – we would request they are introduced only on one side of Turner Close. Would the council consider lowering the kerb in front of the Vets4Pets property to allow colleague parking on what is a grassed area to the front of our premises and turning it into a car park with parking permits allocated?

We would hope the viability of small businesses would be a priority to the Council, particularly in situations where proposed changes that the business has no control over may cause us to close.

Officer Comments

Before the development (Vets/SPAR/Residential) the land was occupied by the Yearsley Bridge Centres and the ambulance service. As far as we are aware the Vets was not in existence at this location before the residential development. The parking allocation of 8 spaces in total was consistent with maximum parking standards (City of York Local Plan). The Transport Statement supporting the application refers to the location being sustainable with convenient access to facilities by modes of transport other than the private car. The planning process identified the possible need for waiting restrictions from the outset, which is why the section 106 agreement was put in place. A business cannot rely on the availability of nearby on street parking on adopted highway in order to survive.

Request for an additional car park to the front of the car park and dropped kerb: this would be a matter for the land owner to investigate, apply and fund.

Parking: the proposal leaves unrestricted carriageway for parking for approximately 7-8 vehicles on the western side of Turner Close. It is proposed to shorten the proposed length of waiting restrictions at the vehicle access points on the western side of the carriageway. This would provide an additional parking amenity of three spaces (see Recommended Option, Annex B).

10c **Residents of Huntington Road**

Objections:

A resident of this section of the road is an elderly lady who is confined to her bed 24/7 for medical reasons. There are 2 carers four times a day, district nurses three times a week and family, visitors, hairdressers, gardeners etc who all require to park outside the property. The property has no off-street parking availability.

Homes on this stretch of road have little or no driveway
There is no other means of accessing these properties by road
Maintenance vehicles are required to be parked on the road
The wideness of the road would encourage vehicle speeds to increase should all parking be removed.

Officer Comments

We have received complaints about parking at this location previously but resisted taking action because parked vehicles do act as a natural traffic calming measure. Recent site visits have indicated this is an intermittent parking issue. The road narrows the closer it gets to the Turner Close junctions. Consequently to consider the needs of the residents at this location, we recommend we implement a reduced length of restrictions as outlined in Annex B. This will allow vehicles to approach the junction on the correct side of the carriageway and alleviate some of the issues highlighted by the ambulance service.

Options

11. **Option One (Recommended Option)**

Advertise a proposal to amend the York Parking, Stopping and Waiting

Traffic Regulation Order to:

- I. Implement as advertised with a reduced length of waiting restrictions on the west side of Turner Close as outlined in Annex B
- II. Implement a shorter length of waiting restrictions on Huntington Road as outlined in Annex B

Reason: This is the recommended option because it will remove obstructive parking and improve sight lines for residents of Turner Close, business outlets and provide safer access for the ambulance service whilst taking into account the objections received during the consultation process

12. **Option Two:**

- I. To uphold the objections and take no further action on this matter at this time.

This is not the recommended option because the safety issues for the ambulance service and residents would remain unchecked.

Consultation

13. We consulted residents affected on Huntington Road, all Residents in Turner Close and the Vets and SPAR. Notices were placed on street and in The Press. Details of the proposal were sent to emergency services and haulier organisations as required to meet Highway regulations.

Council Plan

14. The above proposal contributes to the City Council's Council Plan:
 - A focus on frontline services – to ensure all residents, particularly the least advantaged, can access reliable services and community facilities
 - A council that works in partnership with local communities

Implications

15. This report has the following implications:

Financial – Funding is being provided through a section 106 agreement

Human Resources – None

Equalities – The consultation period concluded the proposal, if implemented, would be detrimental to the needs of an elderly and disabled resident. To mitigate this effect we are recommending a shorter length of restrictions on Huntington Road and leaving the carriageway outside the residential properties (151-159 Huntington Road) unrestricted.

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

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

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

Contact Details

Authors:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director: Transport, Highways
and Environment (Economy and Place)

Neil Ferris
Corporate Director Economy and Place

Report Approved ✓

Date: 19.06.18

Wards Affected: Heworth

For further information please contact the author of the report.


Annexes


Annex A, Plan of the proposed waiting restrictions

Annex B, Recommended (amended) proposal for implementation

ANNEX A






 PROPOSED NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)


 PROPOSED GIVE WAY CARRIAGEWAY MARKING







Key to Restriction Types Displayed

 NW 24
 Existing junction box



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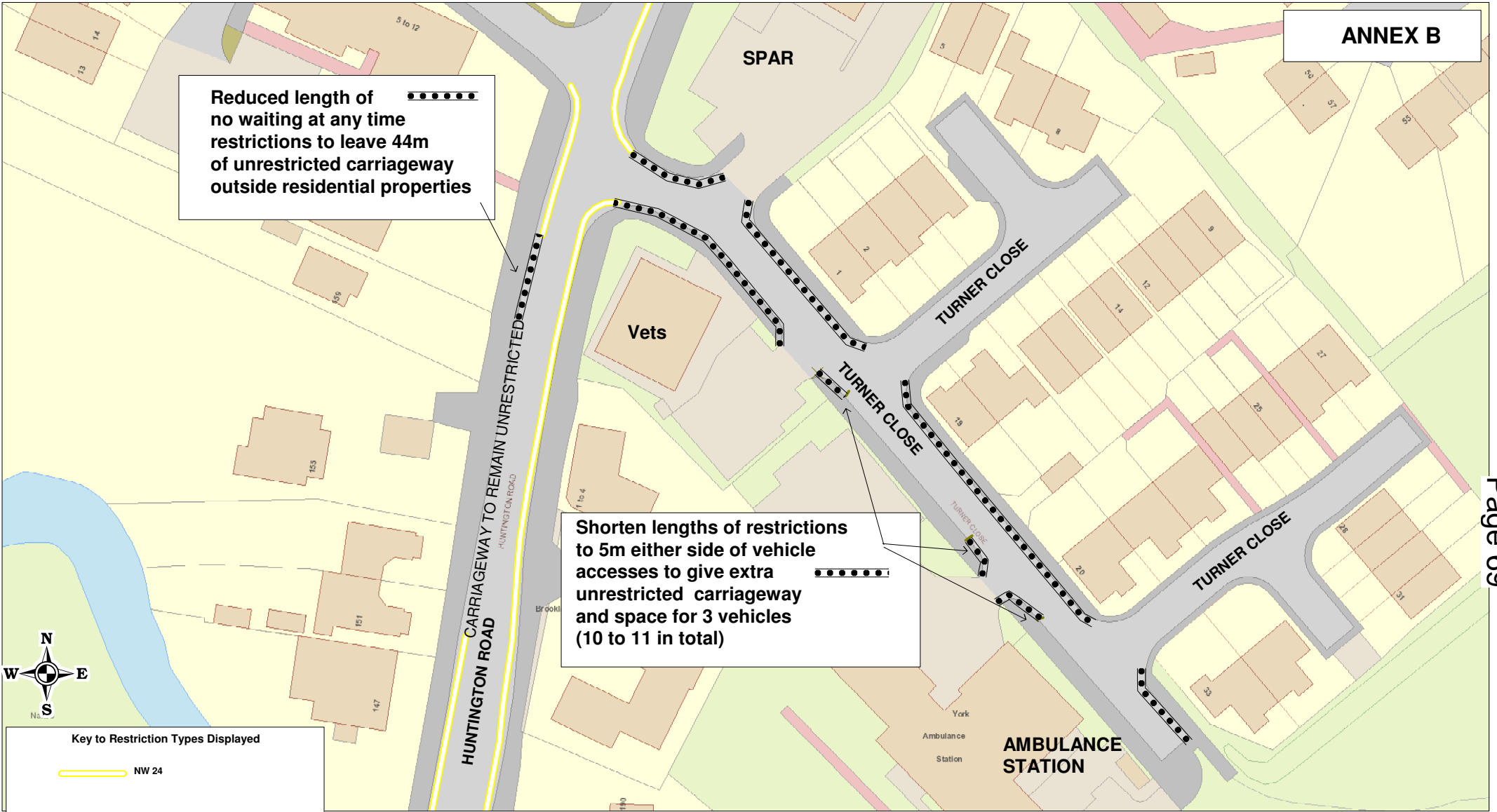
Turner Close and Huntington Road

	1 : 750
	14/02/2018
	
	

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Reduced length of no waiting at any time restrictions to leave 44m of unrestricted carriageway outside residential properties

Shorten lengths of restrictions to 5m either side of vehicle accesses to give extra unrestricted carriageway and space for 3 vehicles (10 to 11 in total)



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ANNEX B: RECOMMENDED OPTION

SCALE	1 : 750
DATE	30/05/2018
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Decision Session - Executive Member for Transport and Planning**12 July 2018**

Report of the Corporate Director of Economy and Place

Consideration of results from the consultation in Rosedale Street and surrounding area following petitions received requesting Residents' Priority Parking**Summary**

1. To report the consultation results for Rosedale Street and surrounding area undertaken in April and to determine what action is appropriate (plan of consultation area included as Annex A).

Recommendation

2. It is recommended that approval be given to advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area for part of the consultation area as outlined in Option One with Plans provided as Annex G and H

Reason: To progress the majority views of the residents consulted

Background

3. We received a petition with 11 signatures from the 8 properties on Rosedale Street. The petition was reported to the Executive Member for Transport and Planning on the 22 June 2017. The Executive Member gave approval to consult with residents when the area reached the top of the waiting list and to widen the consultation area depending on circumstances at the time.
4. The adjoining streets to Rosedale Street, i.e. Grange Garth, Farndale Street, Hartoft Street, Lastingham Terrace and Levisham Street were included within the consultation area with the agreement of the elected ward members. A plan of the consultation area is included as Annex A.

5. We hand delivered consultation documentation to all properties on the 29th March requesting residents return their preferences on the questionnaire sheet in the Freepost envelope provided by Friday 27th April. In addition we wrote to properties on Alma Grove and Fulford Road which had direct vehicle and pedestrian access with the consulted area.

The consultation documentation is included within this report as :
Annex B: Covering Letters
Annex C: Consultation documentation

Consultation Results (for full details see Annex D)

6. In total 207 properties were consulted and asked to return their questionnaires. The results were varied with Rosedale Street and Grange Garth overall in favour and the rest of the area against introducing a Residents' Priority Parking Area.

Traditionally, we require a 50% return of questionnaires and the majority of those returned to be in favour. Because the original questionnaire was received from residents of Rosedale Street, we informed residents in the consultation that their results would be considered independently of the rest of the area:

Rosedale Street:	63% return	100% in favour
Grange Garth:	67% return	61% in favour, 39% against
Hartoft Street:	35% return	32% in favour, 68% against
Farndale Street:	51% return	19% in favour, 81% against
Lastingham Terrace:	67% return	10% in favour, 90% against
Levisham Street:	48% return	27% in favour, 73% against

154 Fulford Road

7. Properties with vehicle access are normally given an opportunity to be included within a zone when they are implemented. The existing R20 zone includes Grange Street. 154 Fulford Road has legal vehicle access from this street to the rear of the property. The resident of 154 Fulford Road has requested inclusion in the R20 Zone and we have agreed to include their request as part of this process.
8. Existing Properties on Grange Street will be consulted on all the proposed extensions as part of the Legal Process and will have the opportunity to raise objections at this time.

Preferred Times of Operation (for full details see Annex D)

9. For those residents who gave an opinion, most indicated a preference for a full time scheme. An alternative was given as Monday to Friday, 9am to 5pm
Three alternative times of operation were suggested:
9am to 5pm, 7 days a week
8. 30 am to 8pm, Monday to Friday
10am to noon, Monday to Friday, except Bank Holidays

Resident Comments (précis, full details Annex E)

10. The most common views across all residents, in support and against introducing Residents' Priority Parking were centred around the following themes:
- cost of permits
 - enforcement
 - displacement parking
- Conflicting comments were received about the current position with regards to parking. Some residents allege they do not have a problem finding a space whilst others disagree.

Petition Received (Annex F)

11. As part of the consultation process we received a petition from Residents of Grange Garth supporting the introduction of a Residents' Priority Parking Scheme. This had 11 signatures. The supporting text from the petition is included as Annex F

Options with Analysis

12. **Option 1** (Recommended Option) (Annex G and H)
- a) Advertise an amendment to the Traffic Regulation Order to extend the R20 Residents' Priority Parking Area to operate 24 hours, 7 days a week in Rosedale Street, Grange Garth and 154 Fulford Road as outlined on plans included as Annex G and Annex H
 - b) No further action to be taken for Farndale Street, Hartoft Street, Lastingham Terrace and Levisham Street

Option 1 (Recommended): this is the recommended option because:

This option progresses the majority of resident's opinions in line with current procedure. We have received 50% return from Rosedale Street and Grange Garth with the majority of returns in favour. The support from other streets was insufficient to take this forward.

The legal procedure provides an additional consultation period. Any interested party is able to make formal representation to the advertised proposal. Objections to the proposal will receive further consideration as part of this process.

Regulations introduced in 2012 allow us to enforce a scheme using entry signage only without marking parking areas on street and signing individual bays, these regulations would have been used if we were implementing a scheme for the full consultation area. These regulations can still be used for Grange Garth. However, they are not practical for Rosedale Street because of the three residential streets remaining outside the R20 zone. Entrance and exit signs would be required on both sides of the carriageway at the entrance to Hartoft Street, Levisham Street and Farndale Street. The lack of suitable locations and width of the footways means we are unable to sufficiently sign the restrictions to enable enforcement without compromising footway width or mounting poles and signs where they would be visually intrusive for adjacent properties.

We are proposing marked bays with individual signs and additional waiting restrictions for Rosedale Street as detailed in Annex G. We are unable to provide a formal parking arrangement on both sides of the carriageway because the width is not sufficient to do so. We have a long standing agreement with the Fire and Rescue Service that we would no longer place formal parking areas on both sides of the carriageway where the width is less than 6.7m. The proposal will enable better access for larger vehicle into the areas and keep the footways clear of parked vehicles for pedestrians. Presently, vehicles park partially on the footway to ensure other vehicles can pass safely.

13. **Option 2:**

a) No further action to be taken

Considering the results over the whole consultation area we received a: 52% return with 63% of these against.

This is not the recommended Option because the original petition was received just from Rosedale Street residents. The consultation documentation included the information that we would consider the results from Rosedale Street in isolation. Grange Garth residents have also demonstrated strong support for the proposal. This option would not reflect the majority of resident's opinions for Rosedale Street and Grange Garth.

14. **Option 3:**

- a) Advertise an amendment to the Traffic Regulation Order to extend the R20 Residents' Priority Parking Area to operate 24 hours, 7 days a week in Rosedale Street only
- b) Take no further action on the rest of the extended consultation area

This option considers the results from Rosedale Street in isolation and Includes the Grange Garth results with the rest of the consulted area. This is not the recommended option because the majority of residents on Grange Garth who responded to the consultation supported the implementation of Residents' Parking on their street.

Consultation

15. The consultation documentation is reproduced within this report as Annex A, B and C. The results of the consultation are given in Annex D. Comments received during the process are précised with officer response as Annex E.

If approval to proceed is granted further consultation will be carried out within the legal process. Notices will placed on street, in The Press and hand delivered to properties in the area. Existing R20 properties on Grange Garth will be included within this consultation process.

Council Plan

16. The recommended proposal contributes to the Council Plan as:
- A council that listens to residents. The Council is delivering a service which works in partnership with the local community to try and solve the problems they have experienced.

Implications

17. This report has the following implications:

Financial – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load. We understand Parking Services are increasing enforcement resources because of additional restrictions implemented recently.

Equalities – None identified within the consultation process

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

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

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

Contact Details

Author:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Report approved ✓

Date: 19.06.18

Wards Affected: Fishergate

For further information please contact the author of the report.

Background Papers

None

Annexes:

Annex A: Plan of the area consulted

Annex B: Covering letters (consultation)

Annex C: Consultation Information

Annex D: Consultation Results

Annex E: Précis of comments received from Residents

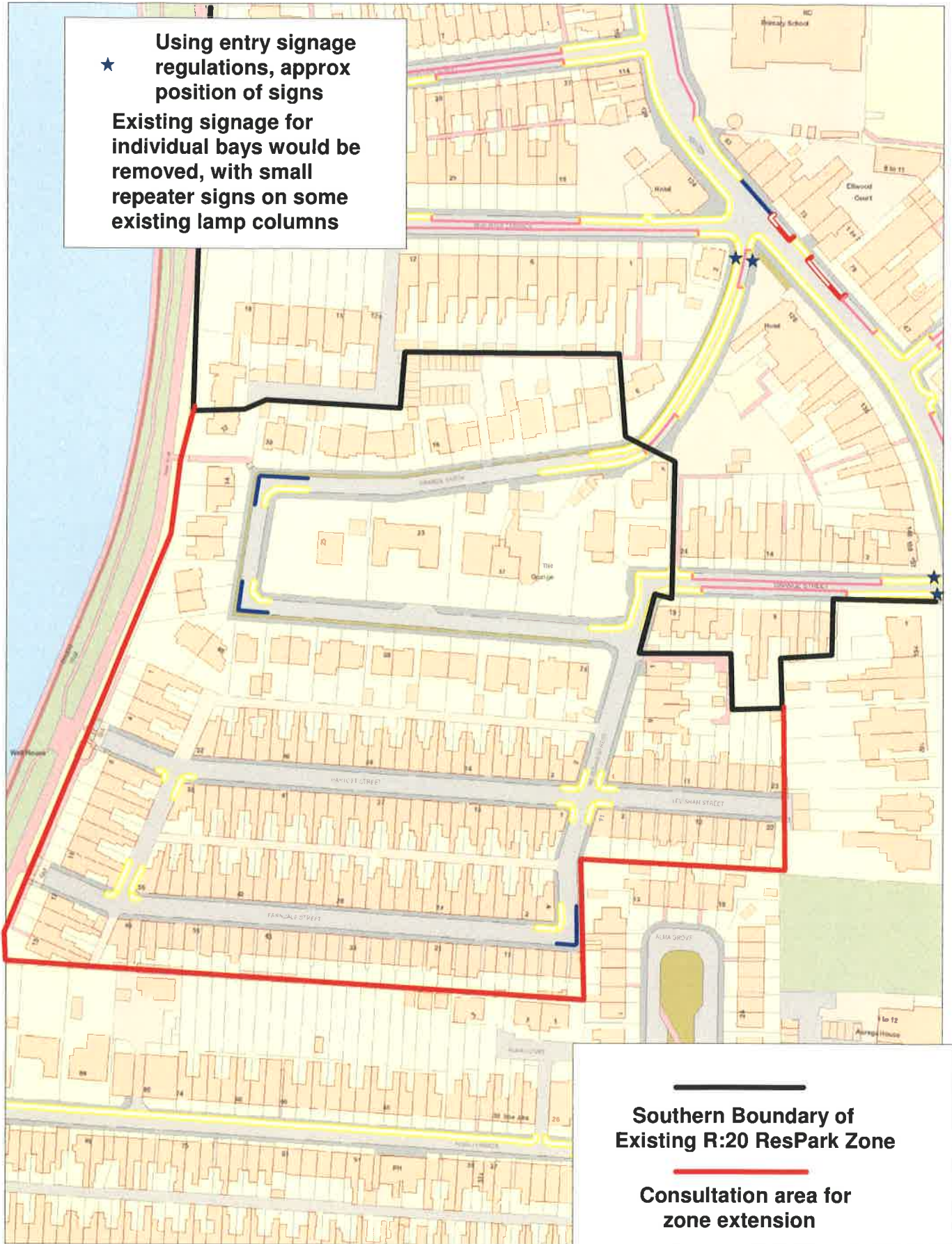
Annex F: Petition Received from Residents of Grange Garth in support

Annex G: Proposed Scheme (Recommended Option)

Annex H: Proposed Boundary Extension (Recommended Option)

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★ Using entry signage regulations, approx position of signs
 Existing signage for individual bays would be removed, with small repeater signs on some existing lamp columns



—
Southern Boundary of Existing R:20 ResPark Zone

—
Consultation area for zone extension



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R20: Fishergate Extension Consultation Plan

SCALE	
DATE	
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To the Residents:

Rosedale Street

Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497

Email: highway.regulation@york.gov.uk

Date w/c 26th March 2018

Dear Resident

Request for an extension of the R20:Fishergate Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition from residents of Rosedale Street asking us to introduce a Respark scheme. Because there is potential for the adjoining streets close by to have similar concerns about non-residential parking we are consulting a wider area to gauge interest in these streets. We will treat the results of the consultation as it refers to Rosedale Street independently.

The attached plan indicates the extent of the consultation area and how the scheme would be enforced if all streets in the area were to be included in the scheme. Should only one or two streets express interest, the details of a scheme would change and we would consult further on an amended scheme for the relevant streets.

Generally we require a 50% response rate from each street. From the returns we require a majority in favour to take this forward and initiate the legal consultation process (when formal objections can be made). Hence, it would be much appreciated if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before Friday 27 April 2018

Consultation documents

The following information and documents are enclosed:

1. A plan of the consultation area/proposal

2. How a Resident Parking Scheme Works
3. The cost of permits from April 1st 2018
4. Questionnaire (please return)
5. A freepost envelope

We can only accept one completed sheet from each household. **Please complete and return to us in the Freepost envelope provided by 27th April 2018**

If you prefer you can email your response to highway.regulation@york.gov.uk Please give the information we have asked for on the questionnaire, including your name and address. Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your questionnaire.

You can add and return any comments you wish to make. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on your return. You should still let us know your preferences. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport and Planning at a Public Decision Session. The Executive Member will decide whether or not to proceed to the legal consultation part of the process, which streets will be included and any other changes that may result from this initial consultation. We will contact you with the date of this meeting to give you the opportunity to attend. You can arrange to speak at this meeting if you want.

Please contact me if you wish to discuss this further or require any clarification.

Yours faithfully



Sue Gill
Traffic Project Officer



Directorate of Place & Economy

Network Management
West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Email: highway.regulation@york.gov.uk

Date w/c 26th March 2018

To the Residents:

Hartoft Street, Farndale Street
Lastingham Terrace
Levisham Street, Grange Garth

Dear Resident

Request for an extension of the R20:Fishergate Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition from residents of Rosedale Street asking us to introduce a Respark scheme. Because there is potential for the streets close by to have similar concerns about non-residential parking we are writing to you to gauge the level of interest in your street.

The attached plan indicates the extent of the consultation area and how the scheme would be enforced if all streets in the area were to be included in the scheme. Should only one or two streets express interest, the details of a scheme would change and we would consult further on an amended scheme for the relevant streets.

Generally we require a 50% response rate from each street. From the returns we require a majority in favour to initiate the legal consultation process (when formal objections can be made). Hence, it would be much appreciated if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before Friday 27 April 2018

Consultation documents

The following information and documents are enclosed:

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5. A freepost envelope

We can only accept one completed sheet from each household. **Please complete and return to us in the Freepost envelope provided by 27th April 2018**

If you prefer you can email your response to highway.regulation@york.gov.uk
Please give the information we have asked for on the questionnaire, including your name and address.

Because your preferences will determine whether we take this forward for your street, it is important you return your questionnaire. You can add any comments you wish to make. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on your return. You should still let us know your preferences. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport and Planning at a Public Decision Session. The Executive Member will consider the results of the consultation and decide whether or not to proceed to the legal consultation part of the process. He will also decide which streets are to be included and any other changes that may result from this initial consultation. We will contact you with further details and the date of this meeting to give you the opportunity to attend. You can arrange to speak at this meeting if you want.

Please contact me if you wish to discuss this further or require any clarification.

Yours faithfully



Sue Gill
Traffic Project Officer



Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497

Email: highway.regulation@york.gov.uk

Date w/c 26th March 2018

To the Residents:

166 & 168 Fulford Road
11, 12 & 13 Alma Grove

Dear Resident

Request for a Residents' Priority Parking Scheme (Respark)

Last year we received a petition from residents of Rosedale Street asking us to consider introducing a Respark scheme. Because there is potential for the adjoining streets close by to have similar concerns about non-residential parking we are consulting the wider area to gauge interest in these streets. I enclose a plan of the consultation area for clarification.

We are writing to you because we understand you have vehicle or pedestrian access onto the area of consultation from the rear of your property.

Residents' Priority Parking Areas are a restriction of parking and not of access. You would still be able to access the area with your vehicle or as a pedestrian. However, if this area was implemented as a Resident Parking Zone you would not be able to park on street during the times of operation.

Please contact me if you currently use these streets as a parking amenity and you would like us to consider including your property as part of any scheme we take forward.

Yours faithfully

A handwritten signature in black ink that reads 'Sue Gill'.

Sue Gill
Traffic Project Officer



A Residents' Priority Parking Scheme: R20 Extension

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the questionnaire sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme is more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor

permit, even for a short duration (except for those activities that are listed below).

Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a “builders permit” from parking services.

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

RESIDENT'S PRIORITY PARKING AREA**Annual charges for Household and Visitor Permits from APRIL 2018**

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£99.95	£30.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£49.98	£15.25
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£136	£41
SECOND PERMIT	£182.50	£57.25
THIRD PERMIT	£370	£100
FOURTH PERMIT	£750	£200

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility below*	Nil
Household Authorisation Card without permit	In all other circumstances	£3.10

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- over 60 years old
- a blue disabled badge holder
- receive the higher rate of the mobility component of the disability living allowance
- are registered as blind
- in receipt of income support
- in receipt of long-term incapacity benefit
- in receipt of Job Seeker's Allowance
- in receipt of Universal Credit (in some circumstances)

Discounts are available if you are claiming a level of Universal Credit that meets any of the following criteria:

- if you are not working, you (and your partners) total income is no more than your maximum Universal Credit award entitlement
- your award includes a child amount and, if you (or your partner) work, your monthly earnings are no more than £935
- you (or your partner) have limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £935
- the award does not include a child amount, you (or your partner) do not have a limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £435

You can provide a copy of your journal confirming the level of your entitlement to the Universal Credit award or a copy of your entitlement letter.

Visitor Permits

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the next day. Visitor Permits are available upon application to the Parking Services Office. The date of use is displayed on each individual Permit by your visitor before it is placed in the vehicle.

Visitor Permit	when the purchase is supported by a Household Authorisation Card	£6.25 (for 5)
	when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

The Permits are supplied in books, each book containing 5 Permits. The maximum annual entitlement is 200 Permits per household.

Property Permits (commonly known as Builder Permits)

A tradesman doing building or renovation work can obtain a permit to park on a daily basis or for three months.

Builders/Property Permit	Daily charge	£3.20
	Permit for 3 months	£120

Return to Sue Gill, Traffic Team, Network Management (Transport)

Questionnaire Sheet

R20: Fishergate Extension Area

Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme on your street?		

Please indicate your preferred time of operation:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) ----- **Initial:** -----

Surname: -----

Address: -----

Postcode -----

Please return in the freepost envelope provided by Friday 27th April. We will only accept one completed sheet from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk

Please write any further Comments you wish to make overleaf (or use separate sheet)

ANNEX D

CONSULTATION RESULTS, ROSEDALE STREET AND SURROUNDING AREA

	Total No of properties	Total Returned	Yes	No	9 to 5 Mon to Fri	Full Time	Other	from % return		
								% returns	% yes	% No
Hartoft Street	54	19	6	13	1	4	1	35	32	68
Farndale Street	61	31	6	25	2	8	0	51	19	81
Lastingham Terrace	15	10	1	9	2	0	0	67	10	90
Levisham Street	23	11	3	8	0	2	1	48	27	73
Rosedale Street	8	5	5	0	0	4	0	63	100	0
Grange Garth	46	31	19	12	7	8	1	67	61	39
Total	207	107	40	67	12	26	3*	52	37	63

*** suggestions given for other times of operation**

10 - 12 weekdays , except bank holidays

8.30 to 8 Mon to Friday

9 to 5, 7 days a week

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ANNEX E

COMMENTS RECEIVED DURING THE CONSULTATION PROCESS:

R20 EXTENSION: FISHERGATE, ROSEDALE STREET AND SURROUNDING AREA

Comments received from residents both against and in support	Officer comments (where appropriate)
As there is no enforcement of the 20mph limit or the existing double yellow lines, we see no prospect of a permit scheme being enforced. (4 residents)	Newly implemented schemes receive targeted enforcement. Residents can call a parking hotline to report vehicles parked without permits
Area (particularly Rosedale St and Grange Garth) suffers knock on effect of scheme on neighbouring streets where residents who do not want to pay park on Grange Garth and Rosedale Street. (7 Residents)	This is common to all areas where unrestricted parking is available next to a Resident Parking area
<p>Cost is</p> <ul style="list-style-type: none"> • too high • disproportionate to administration required for the scheme • expensive compared to other authority schemes • Cost for additional cars is extortionate. • An attempt by the council to increase revenue <p>(12 Residents)</p>	Cost of permits is set within budget process and does not fall within the remit of this report
<u>Comments Received from Residents who do NOT support the introduction of Resident Parking on their street</u>	Officer comments (where appropriate)

<p>There are 8 houses in Rosedale Street and because the owners do not want to park elsewhere and walk they want everyone else to pay – I am angry they have the cheek to suggest it.</p>	
<p>The council should insist on people using Park & Ride services saving carbon emissions and protecting people's health</p>	<p>The council do not have any enforcement powers to do so</p>
<p>Purchasing permits is time consuming and requires organisation and forward planning.</p>	<p>Noted</p>
<p>Parking is busy but I have never had a problem with parking in the area. (10 Residents)</p>	<p>This is not the view of all residents.</p>
<p>Majority of parked cars are associated with residents and their visitors rather than commuters. (3 residents)</p>	<p>If space is insufficient or under pressure from residents' needs, then a Resident Parking scheme may not improve the situation.</p>
<p>If parking scheme is introduced on Rosedale Street then I suggest some signs would limit spread to neighbouring street</p>	<p>There are no signs approved within the Traffic Signs, Regulations and General Directions we could use for this purpose</p>
<p>This idea was suggested 10 – 12 years ago and rejected as unworkable. It wouldn't work then so really it won't work now. Little has changed</p>	<p>Updated regulations allow us to introduce a scheme without marked bays and individual signs thereby leaving more parking amenity for residents</p>
<p>If the scheme were introduced in Rosedale Street it might act as a deterrent to parking in the rest of the area and leave enough space</p>	<p>An entry signage "Past this point" scheme may act as a deterrent, but Permit Parking</p>

<p>I am in favour of a scheme on Rosedale Street where non-residents tend to park and obstruct footway. For the rest of the area I do not think it will help.</p> <p>(2 residents)</p>	<p>Ends signs would have to be provided at the boundary of the scheme.</p>
<p>There is a property on Grange Street undertaking Air B & B and not sure where their customers park.</p>	
<p>I object to a scheme for any of the street. If Rosedale Street is introduced will increase pressure on surrounding streets. The Council should not consider Rosedale Street in isolation from the rest of the consultation area.</p> <p>(2 Residents)</p>	<p>The petition received from Rosedale Street specifically requested a scheme in isolation and this was request was confirmed by the Executive Member.</p>
<p>I do not have a car, there does not seem to be any exemption in the scheme for a resident who is not a car owner.</p>	<p>Resident would not require a household permit – only visitor ones for visitors by car</p>
<p>There are only 8 properties in Rosedale Street, 3 of which have been sold to other occupants in the last year. (2 residents)</p>	<p>All residents of Rosedale Street have received the consultation documentation and have the opportunity to express their preferences.</p>
<p>If the R20 is extended, will there be more parking officers to enforce?</p>	<p>This staffing levels to enable enforcement is a matter for parking services. We have been informed they are employing two more Civil Enforcement Officers to cover additional restrictions introduced recently.</p>
<p>The last time we were consulted parking only allowed opposite the houses which</p>	<p>We are hoping to introduce an entry sign scheme which leaves</p>

would give insufficient space to turn into drives, would the new proposed scheme be the same?	the decision where to park to the resident. No specific bays would be marked.
Surely a system similar to the London congestion charge would be a better way?	
If permits come in I will park a little further out of town and cycle home.	
There are cheaper more effective ways to reduce non-resident parking where this is a problem, as at Victoria Bar	The bollard is to prevent non-resident related vehicles using the area as a through route. The area accessed beyond the bollard has Resident Parking
<u>Comments Received from Residents who support the introduction of Resident Parking on their street</u>	
We support the scheme for the whole of the consultation area. Farndale Street does not have a problem at present, but there is a general increase in parking which needs to be managed.	Noted, other residents do not agree.
A scheme in Rosedale Street will displace vehicles onto other streets and consequently the whole of the area needs to be covered (2 residents)	Noted
People park on Grange Garth and use river path to walk into town. I am fed up with the parking problems caused by non-residents	Noted
Consider restricted parking for people dropping off children to local schools or using local shops	There are no schools in the consultation area. There are nearby existing parking areas on Fulford Road which allow 60 minute parking for shoppers

	and school purposes.
Use Respark as an opportunity to reorganise R20 in Grange Garth and Grange Street.	Only Grange Street is currently within the zone.
Scheme should be operational weekdays except bank holidays.	Not possible because of signing limitations
Remove existing double yellow lines on Grange Garth.	Existing lines are placed on u-turn bends to enable access and not likely to be removed
Place additional double yellow lines on Grange Garth on corners/junctions. Refuse wagon has difficulty manoeuvring or unable to use street.	This could be considered should a scheme not be introduced, or after implementation of a scheme when parking patterns are established
Can we have white lines either side of people who have drives as in Broadway.	There is an existing procedure to apply for these with details on our website.
Since the double yellow lines at junctions parking has become increasingly difficult and we need a scheme. Stopping people from parking for free on our streets will lead to more people using P & R, meaning less congestion and better air quality for our community.	May deter some drivers, others will move to the nearest unrestricted area
Parking on the footways has caused access problems – in particular getting the pram out of the front door. Resident parking may help to prevent this inconsiderate parking and driving on the footway.	Agreed
Residents unable to park because of commuters, shoppers, tourists and others using the river path to walk into town. It is	

bad on race days too. (4 residents)	
-------------------------------------	--

Petition received from Grange Garth as part of the consultation process

ANNEX F

Dear Grange Garth Resident

I am sure you will agree that it is increasingly difficult to find a parking space for yourselves and visitors in Grange Garth.

We are sandwiched between streets which have residents parking regulations and therefore our street is used by those people looking to find free parking so they can walk into York. This is very frustrating for those who park their own cars in their drives but wish to have visitors and sometimes it makes life impossible for those who do not have driveways. Having a residents zone means we can have some control over non-residents who leave cars parked in Grange Garth for months on end.

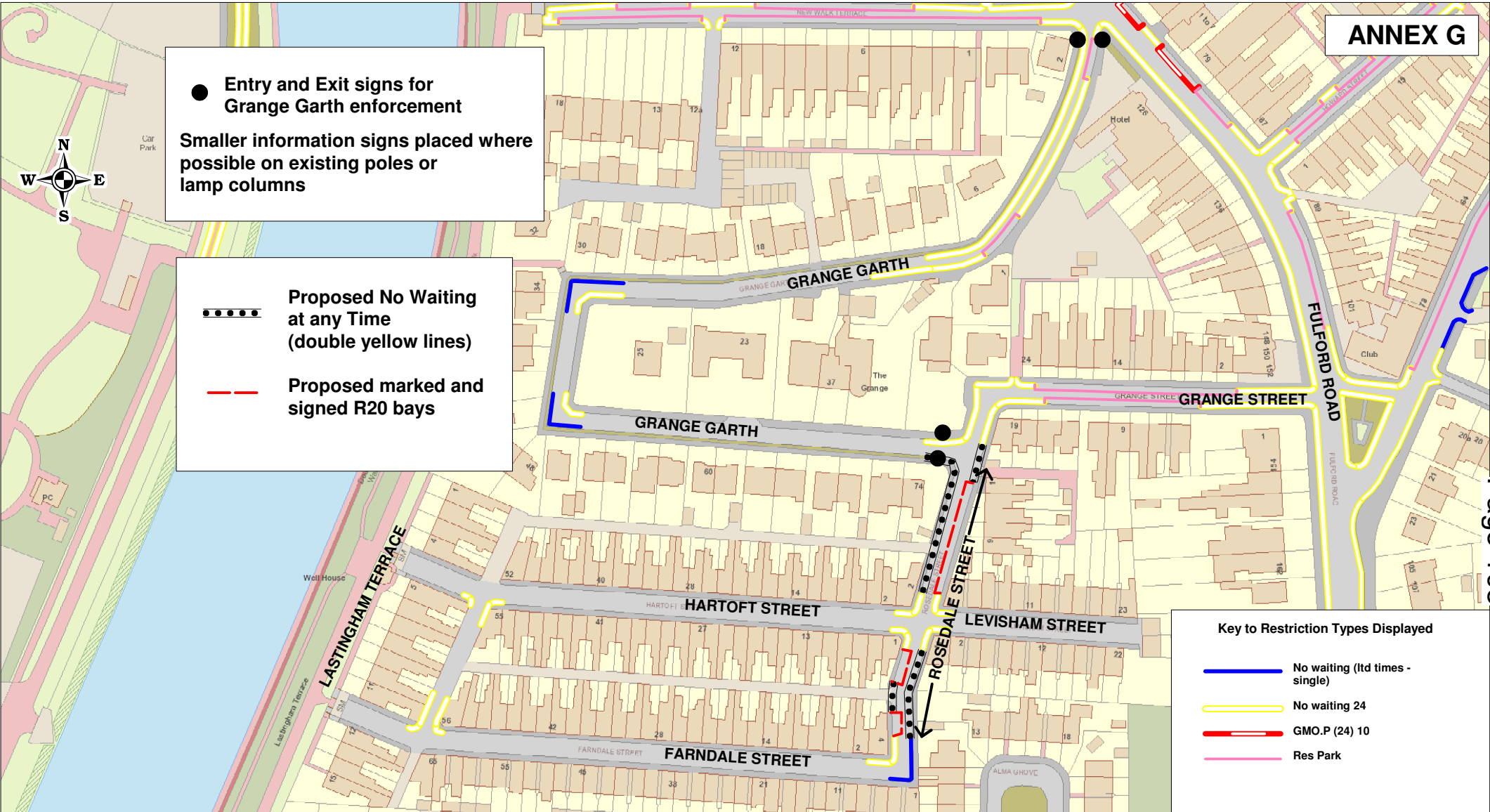
Please support our petition to get a residents parking zone for Grange Garth. You do not have to buy a permit if you do not wish. If you use your drive but wish to have visitors parking on street you can obtain daily visitors parking permits for a small cost from The Council. The resident's zone will only be implemented if it is supported by the majority of householders.

Received with 11 signatures from 10 properties.

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● Entry and Exit signs for Grange Garth enforcement
 Smaller information signs placed where possible on existing poles or lamp columns

●●●●● Proposed No Waiting at any Time (double yellow lines)
 - - - Proposed marked and signed R20 bays



Key to Restriction Types Displayed

- No waiting (ltd times - single)
- No waiting 24
- G.M.O.P (24) 10
- Res Park



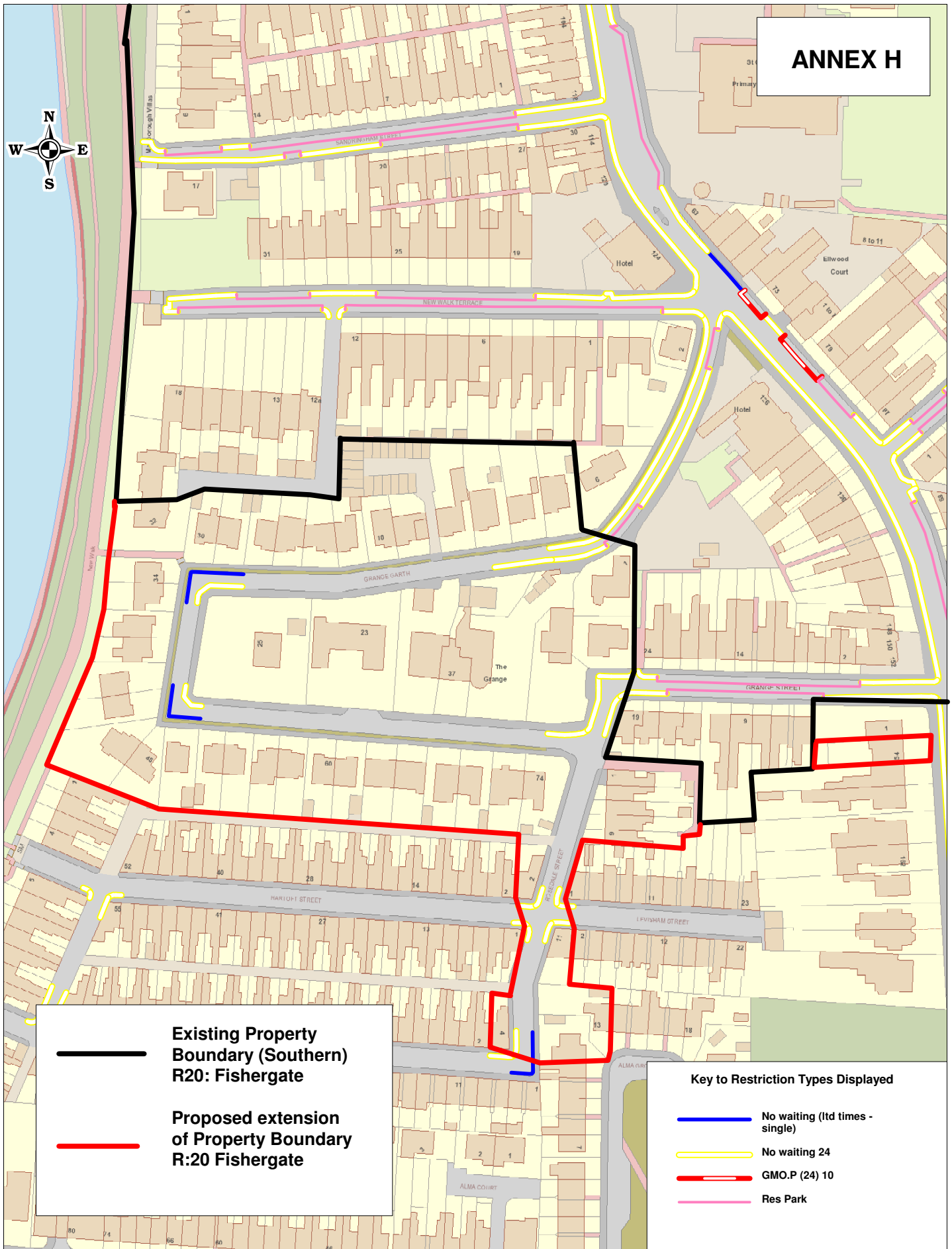
ANNEX G, PROPOSED SCHEME

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DATE	30/05/2018
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ANNEX H



Existing Property Boundary (Southern) R20: Fishergate

Proposed extension of Property Boundary R:20 Fishergate

Key to Restriction Types Displayed

- No waiting (ltd times - single)
- No waiting 24
- G.M.O.P (24) 10
- Res Park



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Annex H, Proposed Boundary Extension

SCALE	1 : 1500
DATE	18/05/2018
DRAWING No.	
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**Decision Session - Executive Member for
Transport and Planning**

12 July 2018

Report of the Corporate Director of Economy & Place

**Directorate of Economy & Place Transport Capital Programme –
2018/19 Consolidated Report**

Summary

1. This report identifies the proposed changes to the 2018/19 Economy & Place Transport Capital Programme to take account of carryover funding and schemes from 2017/18, and new funding available for transport schemes.
2. The report also provides details of the 2017/18 Economy & Place Transport Capital Programme outturn.

Recommendations

3. The Executive Member is asked to:
 - 1) Approve the carryover schemes and adjustments set out in the report and annexes.
 - 2) Note the increase to the 2018/19 Economy & Place Transport Capital Programme, following the approval of the Corporate Capital Programme Outturn report at Executive in June.

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

Background

4. Following approval at Budget Council on 22 February 2018, the Economy & Place Transport Capital Programme budget for 2018/19 was confirmed as **£35,345k**. This includes funding from the Local Transport Plan (LTP) grant, the Better Bus Area grant, grant

funding from the government's Office of Low Emission Vehicles, and council resources including the Built Environment Fund.

5. The budget also includes funding from various external sources following successful bids by the council, including the Low Emission Bus Scheme grant, the West Yorkshire City Connect grant, the National Productivity Investment Fund, and the West Yorkshire Transport Fund.

2017/18 Transport Schemes

6. The 2017/18 Transport Capital Programme budget in 2017/18 was £8,942k, and the total spend in 2017/18 was £6,400k. This included the completion of the following larger schemes:
 - Improvements at the Clarence Street/ Lord Mayor's Walk junction to provide a longer left turn lane into Lord Mayor's Walk, upgrade the traffic signals, and carry out resurfacing work at the junction.
 - Installation of a bespoke bus shelter at the Museum Street Park & Ride bus stop (one of the busiest bus stops in the city centre and the only Park & Ride stop without a shelter). The cost of this scheme was higher than expected due to the discovery of skeletal remains and the associated archaeological works at the site, which is by the remains of the medieval St Leonard's Hospital.
 - The conversion of three City Sightseeing tour buses to electric drive, which was funded by the Clean Bus Technology grant.
 - The upgrade of traffic signals at six locations through the Traffic Signals Asset Renewal programme, with two further schemes on site at the end of March 2018 (which were completed in May 2018). There was an overspend on this programme at the end of 2017/18, which was due to the addition of the Thanet Road scheme so the work to upgrade pedestrian crossing could be done with a safety scheme at the same location, and additional resurfacing work carried out at the Scarcroft Road and Heworth Village schemes.
 - Refurbishment of 15 car park guidance signs around the Inner Ring Road.
 - Replacement of belisha beacons with Zebrite LED beacons at 14 zebra crossings to improve visibility of the crossings to approaching drivers.

- Trial reversal of traffic flow on Fossgate, which was successful in reducing traffic levels and will allow improvements to the layout of the street to be carried out in 2018/19.
 - Renewal and replacement of road markings on all main routes into the city centre.
 - Upgrade of the traffic signals at the James Street/ Layerthorpe/ Eboracum Way junction as part of the work to complete the new section of link road between Layerthorpe and Heworth Green.
 - Improvements to the A19/ Crockey Hill junction to widen the carriageway and create a new southbound lane through the junction.
 - Installation of 32 new flashing light warning units at School Crossing Patrol sites, following a review of School Crossing Patrol sites in previous years.
7. Several smaller schemes to improve infrastructure at bus stops, improve facilities for pedestrians and cyclists, and measures to improve safety at various locations across York were also completed in 2017/18.
8. However, due to delays in progressing some schemes, a number of amendments need to be made to the 2018/19 capital programme in order to include carryover schemes and funding from 2017/18, and additional funding available in 2018/19.

2018/19 Major Schemes

9. As stated in the 2018/19 Budget Report, the council was successful in its bids for funding for the new Scarborough Bridge Footbridge, and £4.2m was allocated for this scheme in 2018/19 from the West Yorkshire Combined Authority, the York, North Yorkshire, and East Riding Local Enterprise Partnership, and the council's capital resources. The planning application for the new footbridge was approved at the 8 March Planning Sub-Committee, and detailed design is being progressed with construction planned to start in November 2018. As the cost of the detailed design work was higher than expected in 2017/18, it is proposed to use some of the funding allocated to the 2018/19 budget for these additional costs in 2017/18.
10. Funding from the West Yorkshire Plus Transport Fund has been carried forward from 2017/18 for the Outer Ring Road Upgrades

scheme. Work on the A1237/ Wetherby Road Roundabout scheme started on site in June 2018, and consultation on the proposed improvements to the Monks Cross Roundabout has been carried out, with work planned to start in January 2019 if the scheme is approved.

11. Funding from the West Yorkshire Plus Transport Fund has also been carried forward from 2017/18 to continue the work to develop the York Central Access scheme, including changes to the front of the station and a new access route into the York Central site. Public consultation on the proposals was carried out in early 2018, and the outline planning application for the development of the York Central site will be submitted in August 2018.
12. The council was awarded funding from the West Yorkshire Plus Transport Fund in late 2017 to carry out initial feasibility and traffic modelling work to develop a strategic case for upgrading the A1237 Outer Ring Road to dual carriageway. This funding will be carried forward to allow a consultant to be appointed to carry out the feasibility study in 2018/19.

2018/19 Transport Schemes

13. The allocation for Park & Ride upgrades has been increased to include developer funding for the proposed new token barriers at Monks Cross Park & Ride, and carryover funding from the National Productivity Investment Fund has been added for the installation of directional signage on the approaches to five Park & Ride sites (signs for Poppleton Bar Park & Ride were installed in 2017/18). Additional funding has also been allocated for enhancements to the bus route at Monks Cross Park & Ride, the replacement of cycle locker doors at Askham Bar, and for the installation of height barriers within the Park & Ride sites as the cost of the work is higher than originally estimated.
14. As the cost of the feasibility work carried out in 2017/18 for the proposed North York Bus Priorities scheme was lower than expected, the remaining Better Bus funding for the scheme has been carried forward to 2018/19 for implementation of the scheme. Following the report to 17 May Decision Session meeting, consultation on the proposals will be carried out in summer 2018, with a report back to the Executive Member in the autumn to decide whether to proceed with the scheme.

15. Funding has been allocated for the completion of the new bus shelter on Rougier Street, following delays to the scheme in 2017/18 due to additional work being carried out by the developer of Roman House. The new bus shelter opened in early May, and real-time screens will be installed in the summer.
16. Funding from the Clean Bus Technology grant has been carried forward to convert the two remaining tour buses to electric drive, following the conversion of three tour buses in 2017/18. The tour buses completed in 2017/18 are now in use as part of the 'City Sightseeing' bus tours fleet in York.
17. Funding has also been allocated for a number of smaller schemes to improve bus infrastructure that were not completed in 2017/18, including improvements at Fulford Road, improvements to the existing bus gate at Blossom Street, and improvements to bus stops agreed as part of planning approval for developments across York, which is funded through contributions from the developers.
18. As changes to the traffic flow on Fossgate had a lower cost in 2017/18 than expected, funding from the Built Environment Fund has been carried forward and added to the existing 2018/19 allocation for the Fossgate Public Realm. Following a report to the April Decision Session, the changes to the traffic flow have been made permanent, and proposals to improve the street layout and public realm are being developed and will be reported back to the Executive Member later in the year, with implementation planned for early 2019.
19. The council was awarded £800k grant funding from the government's Office of Low Emission Vehicles for the installation of Rapid Charger Hubs around York, which was split between the 2017/18 and 2018/19 capital budgets. Work was carried out in 2017/18 to develop a prototype hub at Monks Cross Park & Ride, but installation was not progressed due to delays in improving the power supply at the site. The remaining grant funding from 2017/18 has been carried forward to 2018/19 to allow the Monks Cross hub to be implemented, which will be followed by the installation of hubs at other Park & Ride sites in York.
20. Funding was included in the 2017/18 capital programme for a contribution to the city centre signage improvements being

progressed by the York Business Improvement District (BID), and for investigation of the issues regarding maintenance of private streets. The York BID has been developing the new signage scheme during 2017/18, and the council's contribution will now be made in 2018/19. Funding has also been carried forward to continue the review of issues regarding maintenance of private streets in York.

21. Work on the improvements at the A19/ Crockey Hill junction to widen the carriageway and provide a separate left turn lane at the junction started in January 2018 following utility diversions and off-highway works in late 2017. Although progress on the scheme was delayed due to the poor weather conditions in February and March, the majority of the highways work was completed by late March, but the resurfacing work was deferred until early May 2018 to reduce disruption during the Easter break. Funding has been carried forward from 2017/18 for the cost of the resurfacing work and the minor completion work for the scheme.
22. Grant funding from the Clean Bus Technology fund to reduce emissions from school buses has been carried forward to 2018/19 due to delays progressing the scheme in 2017/18. Following the award of the Home to School Transport contract in 2017/18, the contract for the re-fit of exhausts to reduce emissions has now been awarded, and work will begin on the school transport fleet in the summer.
23. Developer funding has been carried forward from 2017/18 for the installation of CCTV throughout the Hungate site, following initial feasibility work in 2017/18.
24. Developer funding has also been added to the 2018/19 programme for the construction of a new pedestrian crossing on New Lane in Huntington, and funding has been allocated to complete the improvements to cycle facilities at the Acomb Road/ Holgate Road junction.
25. The proposed improvements to the public realm in the Stonebow/ Peasholme Green area were not progressed in 2017/18 due to ongoing developments in the area. This funding has been carried forward to allow the scheme to be progressed in 2018/19.

26. Funding was allocated in the 2018/19 Budget Report for the School Safety Scheme programme, the Local Safety Schemes and Danger Reduction programme, and the Speed Management programme. Details of the proposed schemes have now been confirmed, and the overall Safety Schemes allocation has been increased to allow schemes where feasibility and design work was carried out in 2017/18 to be implemented in 2018/19. There are also schemes at Hull Road/ Owston Avenue and Green Lane Clifton where feasibility and design work was completed in 2017/18, which will be progressed in 2018/19 if there are any delays to implementing in the current Safety Schemes programme.
27. Funding has been carried forward from 2017/18 for the final payment of the council's contribution to the final section of Eboracum Way (between Heworth Green and Layerthorpe), which was constructed by the developer of the adjacent site and opened in June 2017.
28. Funding has also been carried forward from 2017/18 from the Special Bridge Maintenance programme, due to the lower spend on this programme in 2017/18. Details of the structural schemes to be progressed in 2018/19 will be confirmed following the completion of the Principal Inspections to Skeldergate and Lendal Bridges, which has taken longer than anticipated but will be completed in 2018/19.
29. Annexes 1-3 to this report show the revised 2018/19 transport capital programme following the addition of carryover funding from 2017/18, and Annex 4 shows the budgets and outturn for the 2017/18 transport capital programme.

Consultation

30. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
31. Funding for the capital programme was agreed by the council on 22 February 2018. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

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

Analysis

33. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the Scarborough Bridge footbridge improvements scheme; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and the York Central Access major schemes.

Council Plan

34. The Council Plan has three key priorities:
 - A Prosperous City For All.
 - A Focus On Frontline Services.
 - A Council That Listens To Residents
35. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.
36. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
37. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

38. The following implications have been considered.

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

Financial Implications

39. Due to delays on a number of schemes in the 2017/18 capital programme, there is £2,457k funding to be carried forward to 2018/19. This underspend was due to delays in progressing some of the larger schemes in the programme, including the Rougier Street Bus Shelter, the Lendal Arch Gyratory scheme, the Rapid Charger Hubs, and the A19 Pinchpoint (Cockey Hill) scheme, and includes funding from the government grants, the Better Bus Fund, developer funding, council resources, and the West Yorkshire Transport Fund for the Scarborough Bridge, Outer Ring Road, and York Central schemes.
40. Additional Section 106 funding from developers has been added to the 2018/19 capital programme to fund the new barrier system at Monks Cross Park & Ride and a new pedestrian crossing at New Lane, Huntington.
41. If the proposals in this report are accepted, the Economy & Place Transport Capital Programme budget in 2018/19 would increase to **£37,882k**, as shown in Annex 1

Risk Management

42. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2018/19.

Contact Details

Author:

Tony Clarke

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

Chief Officer Responsible for the report:

Neil Ferris

Corporate Director – Economy & Place

**Report
Approved**



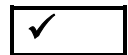
Date 22/6/18

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer 01904 551633

Wards Affected:

All



For further information please contact the author of the report

Background Papers:

[E&P 2017/18 Capital Programme Monitor 2 Report – 18 January 2018](#)

[E&P 2018/19 Capital Programme Budget Report – 15 March 2018](#)

Annexes

Annex 1: 2018/19 Transport Capital Programme Budgets

Annex 2: 2018/19 Transport Allocations within the Built Environment Fund

Annex 3: 2018/19 Local Transport Plan Allocations

Annex 4: 2017/18 Transport Capital Programme Outturn

Annex 1 - Council Approved 2018/19 Transport Capital Budget

Funding	2018/19 Budget	Carry over Funding	Revised Budget
Special Bridge Maintenance (Structural Maintenance)	600	168	768
Built Environment Fund (Transport & Highways)	1,787	98	1,885
Better Bus Area	200	29	229
Local Transport Plan	2,170	139	2,309
Developer Funding	-	332	332
Clean Bus Technology Grant	-	400	400
National Productivity Investment Grant	-	132	132
Council Resources	-	574	574
Scarborough Bridge	4,208	-53	4,155
WYTF - YORR	9,260	188	9,448
WYTF - York Central Access	12,170	517	12,687
WYTF - Dualling Study	195	90	285
CCTV Asset Renewal	180		180
Smarter Travel Evolution Programme	1,425		1,425
Electric Bus Scheme (Park & Ride Low Emission Bus Strategy)	3,300		3,300
Total	35,495	2,614	38,109

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Annex 2 - Allocations within the Built Environment Fund

Scheme	Current Budget	Revised Budget
	£1,000s	£1,000s
Security Measures	1,187	1,187
Fossgate Public Realm Improvements	450	471
Haxby & Acomb Shopping Centres	100	100
Minor Public Realm Enhancement Match Funding	50	50
Natural Stone Replacement	-	50
Highways Improvements	-	27
Total	1,787	1,885

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Annex 3 - Local Transport Plan Allocations

Schemes	Current Budget	Revised Budget
	£1,000s	£1,000s
Public Transport Schemes		
Park & Ride Site Upgrades	100	138
Rougier Street Bus Shelter	-	107
Fulford Road Punctuality Improvement Partnership	-	46
Congestion Busting Schemes	-	10
Strensall Bus Stop	-	15
Tadcaster Road Bus Gate	-	10
Traffic Management		
Rapid Charger Hubs (Go Ultra Low York)	600	739
Traffic Signals Asset Renewals	500	500
Signal Detection Equipment Programme	100	100
Signing & Lining	20	20
Air Quality Monitoring	20	20
Urban Traffic Management & Control (UTMC)	50	50
Car Park Counting System	80	80
Pedestrian & Cycling Schemes		
Cycle Schemes	250	250
Pedestrian Minor Schemes	50	50
Cycle Minor Schemes	25	25
Pedestrian Crossing Review	50	50
Acomb Road Cycle Route	-	5
Safety Schemes		
School Safety Schemes	50	44
Local Safety Schemes/ Danger Reduction	80	124
Speed Management	50	40
Scheme Development		
Future Years Scheme Development	50	50
Previous Years Costs	50	50
Staff Costs	200	200
Major Schemes Match Funding		
Park & Ride Ultra Low Emission Vehicles	200	200
Scarborough Bridge Footbridge	250	-
Total Local Transport Plan Programme	2,775	2,923
Total Overprogramming	605	614
Total Local Transport Plan Budget	2,170	2,309

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Annex 4 - 2017/18 Transport Capital Programme Outturn

Funding	2017/18 Budget	2017/18 Outturn	Variance
Local Transport Plan	1,770	1,631	-139
Developer Funding	643	359	-284
DfT Pinchpoint Grant	584	584	
Better Bus Fund	558	530	-29
Clean Bus Technology Grant	514	114	-400
Built Environment Fund	185	164	-21
Scarborough Bridge	252	255	3
CYC Resources (City Walls)	393	227	-166
CYC Resources (Transport)	1,465	891	-574
National Productivity Investment Fund	450	318	-132
West Yorkshire Transport Fund (Outer Ring Road & York Central)	2,070	1,275	-795
Other Funding	58	54	-4
Total	8,942	6,400	

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**Decision Session - Executive Member for
Transport and Planning****12 July 2018**

Report of the Corporate Director of Economy & Place

Pedestrian Crossings – Review of requests**Summary**

1. This report seeks approval to implement proposals to improve pedestrian crossing facilities at various locations throughout York.
2. The Executive Member is asked to consider the contents of the report along with the objections raised against some of the schemes (including a petition for Wetherby Road), and approve the implementation of the individual schemes.

Recommendations

3. It is recommended that the Executive Member approves the proposed schemes as shown in Appendix C for implementation.

Reason: The proposals serve to provide much needed improvements to crossing facilities at various locations within York, where requests for improvement had been made.

Background

4. For many years there was no specific allocation in the Transport Capital Programme for pedestrian crossing improvements, with any crossing improvements during previous years tending to be funded via other work programmes. As a result of the lack of a specific budget, a relatively large list of requests slowly built up.
5. In an attempt to reduce the size of the list and to more easily identify the most appropriate sites, a new methodology for assessment and means of prioritising measures was developed. This was reported to and approved by the Executive Member in August 2016.

6. The new methodology recommended a multi-phase approach to addressing the backlog of requests:
 - Phase 1 – desktop review of the list of requests to reduce it to 10-15 sites which may be feasible.
 - Phase 2 – undertake the relevant surveys on the top ranked schemes to deliver a prioritised list.
 - Phase 3 – undertake further design and consultation on the top 3 or 4 schemes and gain the necessary approvals
 - Phase 4 – deliver the schemes within the allocated budget.

7. Phase 1 identified a list of 14 sites to be further investigated at feasibility stage. These were:
 - New Lane, Huntington;
 - Hamilton Drive, near West Bank Park;
 - Haxby Road, New Earswick, near Folk Hall;
 - Walmgate, near former Post Office;
 - University Road, near Heslington Hall;
 - Heworth Green “Magic Roundabout”, Heworth Green approach;
 - Acomb Road, near West Bank Park;
 - Bishopthorpe Road, near Winning Post Pub;
 - Front Street, Acomb, near Morrison’s entrance;
 - Main Street, Copmanthorpe;
 - Huntington Road, between Lowther Street and Park Grove;
 - Wetherby Road near Danebury Drive;
 - Clifton Moorgate near Oakdale Road (north end); and
 - Shipton Road, near East Cottages.

8. Feasibility studies were undertaken during 2016/17 to investigate crossing improvements at these locations. The studies assessed the sites using appropriate survey data (vehicle flows, pedestrian counts including delays, and vehicle speeds) in order to identify a priority list of locations where improvements could be made. The primary calculation used to determine whether crossing facilities are appropriate and what type of facility is suitable uses a PV^2 value where P is the pedestrian flow and V is the vehicle flow.

9. The PV^2 values are then modified to take account of the proportion of vulnerable pedestrians crossing at the location, the type of vehicles involved, any accident records, crossing delays, road width, traffic speed and proximity to pedestrian trip attractors such as schools, shops, leisure facilities etc. PV^2 values are calculated for each hour

over the survey period (usually 7am to 7pm) and the final PV^2 value is then calculated by averaging the four highest values from the peak hours at each site.

10. A PV^2 value of 1.0×10^8 is an indication that a formal crossing would offer a safe and appropriate facility on a single carriageway road subject to a full site assessment of factors, such as visibility. The values do not fully account for the existing provision of pedestrian refuges, these allow crossing in two stages similar to a dual carriageway crossing where the PV^2 value justifying a formal crossing is doubled. Instead, it is assumed that a replacement crossing would be a single stage crossing and the presence of the refuge ignored in the road width weighting.
11. The table below summarises the outcome of the initial studies. Of the 14 sites reviewed, 3 were recommending no action and were discounted on that basis (sites A, B and N). A further 5 sites (Sites D-H inclusive) recommended the introduction of simple dropped crossing arrangements and these will be addressed via the dropped crossing programme.

	Site	Modified PV^2	12 hour vehicle count	12 hour pedestrian count	Recommendation	Estimated works cost
A	A19 Shipton Road	0.7×10^8	10412	223	Do nothing – existing refuges in vicinity	£0
B	Acomb Road	0.3×10^8	7289	268	Do nothing – existing refuge in situ	£0
C	B1224 Wetherby Road	0.5×10^8	7611	472	Improve existing refuge, improve adjacent crossings, relocate bus stop	£10,000
D	Bishopthorpe Road	0.1×10^8	8152	87	Install two simple dropped crossings	£3000
E	Clifton Moorgate	0.3×10^8	12412	65	Install one simple dropped crossing	£1500
F	Front Street	0.6×10^8	9093	594	Install two simple dropped crossings – one at existing roundabout splitter island	£5000
G	Hamilton Drive	0.1×10^8	3562	295	Improve existing simple dropped	£2000

					crossing and provide a simple dropped crossing near bus stops	
H	Haxby Road, New Earswick	0.5x10 ⁸	9516	255	Improve existing simple dropped crossing	£2000
I	Heworth Green	Min 2.6x10 ⁸	18046	310	Install Puffin or Toucan crossing	£35,000
J	Huntington Road	0.7x10 ⁸	9013	327	Install build out and simple dropped crossing	£5000
K	Main Street, Copmanthorpe	0.2x10 ⁸	4980	343	Investigate provision of footway along frontage of pub	??
L	New Lane, Huntington	0.2x10 ⁸	8927	175	Install flush kerbs and tactiles at splitter island, investigate refuge at existing dropped crossing location	£12,000
M	University Road	0.3x10 ⁸	3573 one way	1303	Correct tactile paving and consider moving bus stop	£500+
N	Walmgate	0.2x10 ⁸	4657	1195	Do nothing	£0

12. Appendix A includes a summary of the initial feasibility studies for each of the sites.
13. The remaining 6 sites (A1036 Heworth Green, Huntington Road, B1224 Wetherby Road, Main Street Copmanthorpe, New Lane and University Road) have been developed further during 2017/18, with designs being drawn up for each to verify that the proposals are suitable and viable, and to identify the probable implementation costs.
14. At the decision session meeting on 17th May 2018, the Executive Member considered a petition requesting the Council to investigate provision of a pedestrian crossing at York Road, Haxby. The Executive Member gave approval to Officers to investigate whether a crossing is justified and identify suitable locations. This investigation is to be carried out as part of the 2018/19 programme and results are to be reported back to Executive Member for further approvals as appropriate in due course.

Consultation

15. A two stage consultation was undertaken for each of the six sites. Annex B includes existing and proposed layouts for each of the six sites.
16. The initial consultation included relevant council officers and ward members and the final consultation was widened to include Parish Councils (where appropriate), external stakeholders, residents and businesses. A summary of the consultation responses is provided below on a scheme-by-scheme basis.

A1036 Heworth Green

17. No objections were raised through the consultation. The only responses received were positive - Councillor Funnell and a resident offered support to the proposals.

Huntington Road.

18. No responses were received to the consultation.

B1224 Wetherby Road.

19. Objections were received from a number of sources:
 - 2 emails from representatives of the Sun Inn, raising the following concerns –
 - the stop will be positioned close to the front seating area and would create additional noise and fumes affecting pub users;
 - the bus stop would impact on the pub car park access;
 - buses stopped at the stop would restrict views for vehicles exiting the car park, increasing the possibility of accidents; and
 - the bus stop would impact upon/prevent dray deliveries to the pub.

The Sun Inn repeated these concerns and added that –

- the bus stop will prevent disabled parking or dropping off outside the pub; and
- bus passengers would have unrestricted views into the private accommodation area of the pub.

Petition

A petition was submitted after consultation had been completed, by Councillor Barnes on behalf of the Sun Inn. It is headed *“Do you want to enjoy a relaxing drink outside without inhaling bus fumes? Do you enjoy the view of the Green? Do you use our car park (entrance being blocked)? Would you like a bus stop outside your home? We have a proposed bus stop being paced outside the Sun Inn”*.

It asks residents to sign the petition to stop placement of the bus stop outside the Sun Inn. It is signed by 115 people. A copy of the petition is included in Annex D

Resident #1

- concerned that the bus stop will become a layover for other services;
- considers that many vehicles travel in excess of the speed limit and suggested traffic calming should be considered;
- relocation of the bus stop would displace parking outside the pub and other premises to more unsuitable locations;
- it will be positioned close to the front seating area and would create additional noise and fumes affecting pub users.

Resident #2

- Concerned that the relocation of the bus stop would create additional noise and fumes to which they would be exposed when using their front garden.
- Similarly it would impact on the use of the pub's beer garden due to increased noise and fumes.

Resident #3

- Positioning the bus stop outside the pub would hinder the views of the Green.

Officer response:

The bus stop is being relocated to a suitable position away from its current position at the pedestrian crossing, where it sometimes obstructs the free flow of traffic and prevents pedestrians from crossing. The buses which currently operate at this stop are No5 and

412.

The No5 is being relocated on to Danebury Drive and, as this is a frequent service (every 15 minutes during daytime Monday – Saturday, and every 30 minutes otherwise), this would take much pressure off the Wetherby Road stop.

The 412 is to be relocated to the proposed stop in question. This service operates on a 2-hour frequency Monday – Saturday, although the buses are more frequent during peak times (07:17, 08:10, 09:50 then every two hours until 15:50, 16:50 and 18:11). No buses operate after 18:11.

The bus would only be present at the stop for a limited time to collect or drop off passengers therefore the impact on the public house would be minimal. The bus stop would not prevent access to the rear car park (only a bus stop pole is to be provided and this would be positioned so that the bus would be away from the access. Neither would it prevent vehicles from exiting the car park.

As the kerbs here are flush with carriageway, the footway and kerbs will need to be raised slightly to afford easier boarding and alighting.

It would have minimal affect on deliveries (barrels are apparently dropped off near the car park entrance and taken to the rear of the pub).

The bus stop would not hinder views of the Green due to the fact that buses would only be present for very short periods. Parking currently occurs outside the pub and this hinders the views more as it occurs over a longer period of time. Some on-street parking would still be permitted.

No traffic calming is proposed on Wetherby Road.

Main Street, Copmanthorpe.

20. Resident #1 commented that the pub and café offer an amenity used by many people and that provision of a footway would reduce this amenity considerably. Pedestrians currently pass through the amenity without hindrance. Alternative pedestrian routes are available and pedestrians would be forced to cross two busy junctions if the new

path was installed. The new path would offer little benefit and perhaps increased danger to pedestrians.

Officer response: the amenity is placed on adopted highway without authorisation. The new path would offer pedestrians a more direct and safer route linking two existing crossings. The pub landlord, Parish Council and a further resident have offered support to the proposal.

New Lane, Huntington.

21. Resident #1 objects to the proposals on the basis of poor visibility / sightlines at each crossing and considers the southern crossing to be inherently unsafe due to its location. Also considers the northern crossing to be safe already and doesn't need improvement.

Officer response: the improvements to the northern crossing are to provide a safer means of crossing by installing a refuge to break the crossing into two stages. This will primarily benefit people with reduced mobility. Parking near the crossing hinders visibility and the measures aim to reduce this parking making crossing safer. The only alterations being made at the southern crossing are to bring it in line with current standards by introducing tactile paving for the benefit of blind and partially sighted pedestrians.

22. One resident offered support for the proposals.

University Road.

23. As the proposals are very minor, only a limited external consultation was undertaken. No comments were received.

Road Safety Audit

24. Combined stage 1-2 road safety audits were carried out for the schemes at A1036 Heworth Green, Huntington Road, B1224 Wetherby Road, Main Street, and New Lane. The main areas of concern are described below with officer response.

A1036 Heworth Green.

25. There are concerns that inadequate skidding resistance will be provided. The audit recommends that suitable surfacing be undertaken to ensure that the correct skid resistance is achieved and that

markings are applied without partially removed lines remaining visible.

Officer response: resurfacing is proposed on the approaches to the crossing. The appropriate level of skid resistance will be provided. The green surfacing within the cycle lanes will be reinstated as necessary.

26. The crossing width is shown as 10m, which could lead to drivers not seeing pedestrians on the offside and could lead to strike collisions. The recommendation is that the crossing width should be reduced.

Officer response: There is little scope due to the proximity of junctions and vehicular accesses to provide a 2-stage crossing so the proposal will include for localised build-outs at each side to reduce the crossing to an acceptable width and to improve visibility of the crossing on the approaches. The cycle lanes will be deflected around the new build-outs.

27. The crossing may lead to queuing back to the roundabout at busy times and could lead to shunt type accidents as vehicles enter Heworth Green. The situation should be monitored and advanced signage provided advising drivers of the crossing.

Officer response: Originally a puffin was proposed but this option was considered more likely to cause backing up to the roundabout. With a zebra, queuing is still possible but is likely to be less due to how the zebra would operate. Pedestrian demand is low. Warning signs to diagram 544 will be provided on the main approaches.

28. There are concerns that the adjacent street lighting may not be adequate to light the crossing. Nearby street lighting levels should be reviewed.

Officer response: Adjacent lighting has been upgraded to LED so is unlikely to be insufficient. The lighting team will be asked to review the street lighting.

29. An existing direction sign may compromise visibility of the northern beacon for left turners from Malton Avenue. This could lead to drivers being unaware of the presence of the crossing leading to potential pedestrian strikes. The recommendation is that the sign should be relocated.

Officer response: The sign, which measures 1.15m high x 1.95m wide,

is mounted on a bracketed post at a height of 2.2m above footway level. From a driver's perspective, the crossing is likely to be clearly visible, especially with the build-outs being provided. However, this will be reviewed once the crossing is in place. If, then, the sign is proven to be obscuring visibility of the crossing, the sign will be relocated.

Huntington Road.

30. The bus stop conflicts with the mandatory cycle lane. Buses stopping north of the cycle lane could reduce the visibility for pedestrians crossing east to west. The recommendation is that a section of the cycle lane be removed to allow the buses to stop at the flag position.

Officer response: Swept path movements for the buses have been checked and the buses are able to stop at the revised position as intended. However, the cycle lane is to be shortened slightly.

31. The new crossing is only accessible from one direction on the western footpath. This could encourage pedestrians to walk in carriageway to access the crossing or to cross diagonally, creating extra conflict and increased risk of collision.

Officer response: the western side of the crossing will be made accessible from both directions.

32. The parking bay on the eastern side reduces visibility for pedestrians waiting to cross. The audit recommends reducing the parking length to provide a suitable visibility splay, and introduce parking restrictions.

Officer response: the build-outs are to extend into the carriageway to the same width as the parking bays. As such, pedestrians should be able to see approaching vehicles and be seen, and hence be able to cross safely. The proposal is an improvement on existing.

The parking bays are provided for permit holders and limited waiting. Reducing the length of the parking is not an acceptable option.

33. The build-outs do not include bollards and therefore may not be visible in poor weather or at night.

Officer response: bollards with appropriate reflectorisation are to be

provided on each build-out.

B1224 Wetherby Road

34. The carriageway surface is in poor condition, creating a potential tripping hazard. The surfacing should be renewed.

Officer response: the carriageway condition is very poor and will be reinstated as part of this scheme.

35. There is a dropped kerb outside the pub where the new stop is proposed. This may make it difficult for some passengers when boarding / alighting. The recommendation is that the kerb should be raised.

Officer response: There is insufficient fall at the proposed location to raise the kerbs to a suitable height in order to comply fully with standards, without causing backfall towards the property. However, it would be possible to locally lift the kerb where it is currently flush with the carriageway to provide up to 60mm of kerb face without seriously compromising the footway crossfall.

This suggested arrangement would be an improvement on that provided at the existing bus stop.

Main Street, Copmanthorpe.

36. To provide suitable clearance to the bollards and maintain a useable 1.8m footway, the overall width required is approximately 2.5m, leaving significantly less space than current available for the pub seating. This could lead to "A" frames and seating encroaching into the footway which could be a trip hazard. The audit recommends that a suitable seating arrangement be agreed with the businesses and monitored.

Officer response: The seating and tables are placed on the adopted highway. The provision of the footway will be defined by an appropriate delineator and any seating and tables will need to be placed behind this delineation. The arrangement will be agreed with the businesses.

37. An existing crossing on Church Street lacks tactile paving on one side and could lead to visually impaired pedestrians entering the carriageway unintentionally. Tactile paving should be installed.

Officer response: Tactile paving will be reinstated to match that on the opposite side.

38. There is a small section of tactile paving on Church Street which doesn't tie into any crossing and appears to warn of a vehicle crossing to the shop forecourt. This may cause drivers to think they have priority over the path. It is potentially confusing and should be removed.

Officer response: The panel will be removed.

39. The back-to-back kerblines arrangement may create ponding problems which could freeze creating a slip hazard in cold weather. Adequate drainage should be provided.

Officer response: Appropriate drainage will be provided.

New Lane

40. The proposals show an "H" bar marking to protect the crossing from parking. This is considered inappropriate on the northern side as there is only one vehicle crossing and may lead to the marking being ignored creating a visibility issue for pedestrians, potentially leading to pedestrian strike accidents. The audit recommends that the existing restrictions be extended on the northern side, and mirroring this treatment on the southern side.

Officer response: The extension to the existing waiting restrictions will be pursued. The existing markings will also be refreshed.

Parking in the southern side is seen as less of a concern but this will be monitored. The presence of the new island and the vehicular accesses should restrict the parking on this side.

41. Guidance suggests that lane widths between kerb and refuge should be below 3.1m or greater than 3.9m to ensure cyclists are not squeezed by overtaking vehicles. The widths at the island are 3.85m and so could lead to cycle accidents.

Officer response:

The designer considers that an island of 2.0m width should be provided as proposed, and that lane widths of 3.85m are acceptable over such a short length and due to the low risk of conflict between

cyclists and vehicles. In addition, its proximity to the roundabout tends to slow vehicles down.

Options

42. Option 1: to consider the contents of the report and objections received, and approve the implementation of the crossing improvements at each location as shown in Annex C.

The Traffic Regulation Order (TRO) for the extension of the waiting restrictions at New Lane would need to be advertised – if objections are received, this will need to be reported back to Executive Member for a decision. If no objections are received, the amendment to the TRO will be progressed.

43. Option 2: as Option 1 but with revisions as the Executive Member deems appropriate.
44. Option 3: to consider the objections raised against the proposals and not implement the improvements at Wetherby Road, Main Street or New Lane. Implementation of the crossing improvements at the other locations should be undertaken.

Analysis

45. Option 1 - Improvements at the various locations were investigated following requests from members of the public. As such, improvements to the crossings at each of the locations will achieve the objectives of the project, serving to provide improved safety for pedestrians. The amendments include for recommendations made at road safety audit.
46. Option 2 will also satisfy the objectives for the project but will allow for the Executive Member to modify the proposals as deemed appropriate.
47. Option 3 will result in some of the schemes not being implemented and a continuation of pedestrians being at risk from injury whilst using substandard crossing facilities. The objectives of the project would not be fully achieved.

Council Plan

48. The potential implications for the priorities in the Council Plan are:

A Council that listens to residents.

Requests for improvements to crossing facilities at several locations were investigated during the feasibility studies. The studies identified a number of sites deemed suitable for improvement and subsequent design work has been undertaken to develop the proposals to achieve the objective of improving the crossing facilities and making them safer for pedestrians.

Implications

Financial

49. The budget for 2017/18 was £60,000. Design work was substantially completed for each of the schemes. The majority of the £60,000 has been spent on the development of the schemes.
50. A budget of £50,000 is allocated to the project in 2018/19 to complete the detailed design and implement the schemes. The cost to undertake the works and complete the design is estimated at approximately £64,000. However, the New Lane scheme (£6,000) is to be paid from the S106 funds from developments in the area, leaving a potential shortfall of £8,000 to complete all of the schemes, although this is based on estimates. The York Road, Haxby study needs to be undertaken as part of this programme also.
51. The schemes have been ranked in terms of benefit achieved with Huntington Road at the top, followed by Wetherby Road, University Road, Heworth Green, New Lane and Main Street last. It is suggested that the schemes are implemented in this sequence, alongside the study of the York Road crossing, until the budget limit is reached. The spend across the Transport Capital Programme will be reviewed later in the year and the schemes delivered if funding is available.
52. The pedestrian crossing allocation is proposed to be on a rolling programme basis with the expectation that funding would be allocated in future capital programmes. The budget allocation would be confirmed by the Executive Member at commencement of each year.

Human Resources (HR) – None.

One Planet Council / Equalities –

53. Any highways works aimed at making improvements for pedestrians is designed to cater for more vulnerable road users including those with mobility issues or visual impairments.

Legal –

54. Advertisement of a Traffic Regulation Order (TRO) will be required if the extension to the waiting restrictions at New Lane are progressed.

Crime and Disorder – None.

Information Technology (IT) - None

Property – None.

Other – None.

Risk Management

55. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified.

Authority reputation –

56. This risk is in connection with public perception of the Council if nothing is done to provide the improvements to the crossings and is scored as 12.

Risk category	Impact	Likelihood	Score
Organisation reputation	3	4	12

57. This score falls into the 11-15 category and means that the risk has been assessed as being medium. This level of risk requires frequent monitoring. This is already undertaken by officers during an annual review of crossings.

Contact Details

Author:

David Mercer
Acting Transport Projects
Manager
Economy & Place
Tel No. 01904 553447

Chief Officer Responsible for the report:

Neil Ferris, Corporate Director of Economy
and Place

Report Date 22/6/18
Approved

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer 01904 551633

Wards Affected:

Acomb, Guildhall, Heworth, Hull Road, Huntington & New
Earswick, Westfield, and Copmanthorpe.

For further information please contact the author of the report

Background Papers:

[Executive Member decision session report 11th August 2016.](#)

Annexes:

Annex A – summaries of the initial feasibility studies.
Annex B – existing layouts and consultation plans.
Annex C – proposed layouts including safety audit suggestions.
Annex D – Sun Inn petition (Wetherby Road).

PE01/16 Pedestrian Crossing Feasibility

A19 Shipton Road – PE01/16

Site Assessment

The A19 Shipton Road is a main distributor road for York but also a residential area with properties along the north east side with direct access to Shipton Road in the area being considered. There is a care home to the south east side of the route close to this location. The requested crossing location is south of the Southolme Drive junction close to East Cottages where there is an existing pedestrian refuge. There are also refuges within 140m to the north and 100m to the south.

Shipton Road is a single carriageway road approx. 10m wide. This section of road is on a bend but with good visibility, the speed limit is 40.

There are no parking restrictions however there is no evidence that on-street parking takes place.

There are bus stops on both sides of the road with a bus service at up to ten minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (10 March 2016, and June 2016). The data has been used to assess the PV² value, the weighted value is 0.9×10^8 which is below a level at which any crossing facility would be considered necessary (1.0×10^8 indicates that a formal crossing should be considered, 0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). By reducing the weighting for the crossing width to reflect the existing refuge the PV² value is 0.7×10^8 . 72% of pedestrians crossed in the section including the existing refuge and the remainder crossed in the section north of this (the count was divided in to two sections only).

Mean vehicle speeds were 34 and 35 and the 85th percentile values were 38 and 40.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate and that the existing refuge is a suitable facility.

B1224 Acomb Road

Site Assessment

The section of Acomb Road under investigation is in Holgate at the northern entrance to West Bank Park.

Acomb Road is a single carriageway road approx. 9.9m wide. There is an existing pedestrian refuge located at the requested crossing site.

This is a straight section of road with good visibility and the speed limit is 30. There are no parking restrictions.

There are bus stops to the east of the section studied with regular bus services at up to 10 minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.3×10^8 which is below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 40% of crossing movements were in the section with the existing pedestrian refuge and 46% crossed 30 to 50m east of this.

Mean vehicle speeds were 27 and the 85th percentile value was 31. (Data is not reliable as indicated by length values).

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location and that the existing refuge is a suitable facility although it is not on the main desire line which appears to be further to the east.

B1224 Wetherby Road – The Green, Acomb – PE01/16

Site Assessment

The section of the B1224 Wetherby Road – The Green under investigation is from the Croftway junction, past the Danebury Drive and The Green (west) junctions to the pub (The Sun).

This is a single carriageway road approx. 9m wide at this location. The speed limit is 30mph.

This section of road is straight with reasonable visibility however the road layout is complex and includes three junctions plus access to garage/car wash businesses. There are waiting restrictions between Danebury Drive and the garage entrance on the north side. There are existing pedestrian refuges either side of the Danebury Drive junction with the eastern one on the site of the requested crossing. This refuge is narrow (approx. 1.5m wide) and without tactile paving on the footways either side or between the islands. The western refuge has tactile paving on the footways (incorrectly laid to the back of the footways) and tactiles between the islands with a width of approx. 1.8m.

The B1224 is a bus route with the east bound stop within the area studied – located adjacent to the refuge and therefore at a location with a dropped kerb which adversely affects bus access. Buses operate at up to half hour intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.5×10^8 which is below a level at which a formal crossing facility would be considered necessary. This figure is however unreliable in terms of assessment as it is unlikely that pedestrians would divert to a crossing here as this would involve crossing a side road, the PV² assessment assumes that the layout is a simple one with a straightforward decision on a suitable route. A figure of 0.5×10^8 is considered as justifying a pedestrian refuge or other traffic management and there is already a refuge at this location. In the length studied 32% crossed at the existing refuge west of Danebury Drive, 40% at the refuge where the crossing is requested, and 27% east of this refuge.

Mean vehicle speeds were 24 and 27 and the 85th percentile values were 29 and 33.

Conclusion

The data is not reliable for such a complex layout however based on a simple layout the figures would indicate that a formal pedestrian crossing facility is not appropriate at the proposed location. It is recommended that the existing crossing point east of Danebury Drive is improved to include tactile paving and a wider island. The bus stop should be relocated away from the crossing point as this will also improve access to the bus service assuming that the new location has at least a standard kerb height. The existing crossing west of Danebury Drive should be changed to comply with guidance and the crossing of Danebury Drive also amended to give a consistent approach.

Bishopthorpe Road

Site Assessment

The section of Bishopthorpe Road under investigation is adjacent to the Winning Post pub with a request for a crossing between St Clement's Grove and Aldreth Grove close to the Nunthorpe Drive junction.

This is a single carriageway road approx. 8m wide at the proposed crossing point. Within the 100m length studied there are no existing crossing points, the combination of accesses, side roads and on-street parking reduce the opportunities to cross. The speed limit is 20mph without traffic calming.

This section of road is straight with reasonable visibility although cars park on both sides of the route.

This is a bus route with no stops in the area studied. Buses operate at up to thirty minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (03 Nov 2016 and June 2015 – speed data). The data has been used to assess the PV² value, the weighted value is 0.1×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 17% of pedestrians crossed in the section where the crossing has been requested. 42% crossed in the vicinity of Aldreth Grove and this could be due to the dropped kerbs in place to cross this side street, coupled with the parking restrictions around this junction, allowing level access to the pub car park opposite and the footway either side of this. 28% crossed around the St Clement's Grove and Nunthorpe Drive junctions where parking is restricted.

Mean vehicle speeds were 24 in both directions and the 85th percentile value was 29.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. At least one dropped kerb crossing with tactiles should be installed; a location near St Clement's Grove would probably be possible without any impact on parking. A second location north of Aldreth Grove would result in the

loss of one parking space outside the pub. To provide a dropped crossing in the suggested location would result in loss of parking on the east side of Bishopthorpe Road and is likely to be opposed by the residents of the terraced housing here.

Clifton Moorgate

Site Assessment

Clifton Moorgate is predominantly a distributor road for a large industrial area however there is housing development to the west but without individual property accesses, and some office accommodation on the east is being converted to residential use. The requested crossing location is immediately south of the Oakdale Road junction.

Clifton Moorgate is a single carriageway road approx. 9.5m wide at the location being considered. The nearest existing crossing is a refuge to the south near Kettlestring Lane (there is no apparent reason to cross between Oakdale Road and this refuge). To the north there are no crossing points up to the roundabout junction with Stirling Road - pedestrian and cycle paths connect to Aviator Court within this section meaning that there may be reason to cross. A grass verge on the west side discourages crossing movements.

This section of road is on a bend but with good visibility, the speed limit is 40. There are no parking restrictions however there is no evidence that on-street parking takes place.

There are no bus stops on Clifton Moorgate which has a one way bus service at hourly intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (10 March 2016, and 28 Feb to 8 March 2017). The data has been used to assess the PV^2 value, the weighted value is 0.3×10^8 which is well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 89% crossed to the north of Oakdale Road with only seven people choosing to cross in the section that includes the requested crossing point.

Mean vehicle speeds were 36 and 33 and the 85th percentile values were 41 and 37.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location or to the north of this. An informal crossing point with dropped kerbs and tactile paving would allow those wanting to cross to do so without

crossing the grass verge and full height kerbs, this would be best located near the path through to the Aviator Court area where Clifton Moorgate is narrower.

Front Street, Acomb

Site Assessment

The section of Front Street under investigation is centred between the existing Pelican crossing near Front Street Surgery and the roundabout junction at Oak Rise.

This is a single carriageway road approx. 8m wide at this location and widening to approx. 9.4m towards the roundabout. The speed limit is 30mph.

This section of road is straight with good visibility however it is close to the entrance to the Morrison's/public car park and to the car park entrance for the surgery. There are waiting restrictions for the full length. There are no crossing facilities at the roundabout and none between there and the Pelican which is approximately 100m from the junction.

Front Street is a bus route with stops beyond the area studied. Buses operate at up to seven minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.6×10^8 which is below the level at which a formal crossing facility would be considered necessary which is 1.0×10^8 . 0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management. In the length studied 43% crossed in the section where the crossing is requested, and 38% in the section closest to the roundabout.

Mean vehicle speeds were 21 and 22 and the 85th percentile values were 25 and 27.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. A crossing facility is recommended between the roundabout and the Morrison's car park entrance, either utilising the existing splitter island or by extending it. A dropped crossing with tactile paving would be a suitable facility where the road narrows towards the surgery, at busier periods pedestrians have the option to use the nearby Pelican crossing. A refuge could be considered on the approach to the car park entrance however the tracking would need to be carefully checked as large vehicles will need to access the car park to service the recycling

facilities. In addition the large tree outside the club may adversely affect visibility of a refuge here and favour crossings near the roundabout and the surgery.

Hamilton Drive

Site Assessment

The section of Hamilton Drive under investigation is in Holgate adjacent to the junction with New Lane on the west side and at the southern entrance to West Bank Park. An access to York RI Sports Club is opposite New Lane. This is a predominantly residential area.

Hamilton Drive is a single carriageway road approx. 6.8m wide. There is an existing dropped kerb crossing with tactile paving (incorrectly laid on the south side) which is partially within a property access at the location of the requested crossing. Grass verges both sides of Hamilton Drive discourage crossing to the west in the vicinity of the existing crossing point. East of New Lane there is a similar crossing at this junction then no crossing points across the grass verges other than the junction mouth of Hamilton Way and property accesses.

This is a straight section of road with good visibility although there are side roads and accesses which increase the risks of crossing Hamilton Drive.

There are bus stops immediately to the east of the section studied with a bus service due to change to a 45 minute interval.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.1×10^8 which is well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). Over half of the crossing movements (63%) were east of New Lane with 49% around the junction with Hamilton Way despite there being no crossing point other than the junction mouth and drive accesses.

Mean vehicle speeds were 23 and 25 and the 85th percentile values were 27 and 31. (Data is not reliable as indicated by length values).

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. There are restricted opportunities to cross other than around New Lane with no surfaced crossing associated with the bus stops, higher numbers

of people crossed in the survey section that was closest to the bus stops. A simple dropped crossing with tactile paving should be provided close to the bus stops. The existing crossing at the location requested should be improved to comply with standards as far as possible by aligning the tactile paving.

Haxby Road, New Earswick

Site Assessment

The section of Haxby Road under investigation is at the pedestrian entrance to New Earswick Folk Hall – a large community facility. Haxby Road is the main route between York, New Earswick and Haxby.

This is a single carriageway road approx. 7.1m wide. There are simple dropped kerb crossings with tactile paving on each side of the vehicle access to the Folk Hall car park and pedestrian guardrail is in place, this is a raised table junction. There is a dropped crossing to the north of the pedestrian entrance but without tactile paving. The speed limit is 30mph with traffic calming.

This section of road is on a bend with reasonable visibility.

There is a bus stop adjacent to the Folk Hall pedestrian entrance and the opposite direction is served by a stop south of Station Avenue beyond the area studied. Buses operate at up to ten minute intervals.

There is one recorded pedestrian injury collision in the three years to end April 2016 adjacent to Station Avenue (the casualty stated that they failed to look properly and the driver was also recorded as failing to look properly).

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.5×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management and there is already traffic calming here). In the length studied 43% crossed in the section where the crossing has been requested and 51% in the sections either side suggesting that the crossing location is appropriately identified but not heavily used.

Mean vehicle speeds were 23 in both directions and the 85th percentile values were 28 and 26. (Data is not reliable as indicated by length values).

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location and a new location for the bus stop would have to be identified if a crossing was found to be a safe and appropriate option. There is not sufficient highway width available to install a pedestrian refuge. The existing dropped crossing should be improved to comply with guidance by providing tactile paving.

A1036 Heworth Green

Site Assessment

The section of Heworth Green under investigation is the A1036 immediately west of the Malton Road/Stockton Lane roundabout. The crossing request is for a facility close to the roundabout splitter islands, there is an existing pedestrian refuge to the west of this, close to the junction with Malton Avenue/Eastern Terrace.

This is a wide single carriageway road approx. 10m wide at the existing pedestrian refuge and 14m wide at location of the requested crossing (this does not include the parking bay/service road which is partially separated from the main highway by a kerbed strip and technically subject to a no waiting at any time restriction). This section of road is relatively straight with good visibility but is close to a busy roundabout. There are waiting restrictions and properties appear to have adequate off-street parking available.

The speed limit is 30mph. Heworth Green is a bus route; the nearest stops are on the other side of the roundabout. On Heworth Green stops are about 150m west of the existing refuge. Buses operate at up to 10 minute intervals.

There has been one recorded pedestrian injury collision in the three years to end April 2016 in this section; a pedestrian was in collision with a car turning right from Eastern Terrace.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 07 Nov 2016). The data has been used to assess the PV² value; the weighted value is 4.97×10^8 for a crossing at the wider approach to the roundabout and 3.5×10^8 for the 10m width at the existing refuge indicating that a formal crossing facility would be considered appropriate. The weighting is heavily influenced by the road width and the existing refuge in effect reduces the width to two more manageable crossings. The road is busy for much of the day but pedestrian delays were generally not significant. Weighting for the width based on a two stage crossing at the existing refuge, where total delays are on average less than 20 seconds, gives a PV² of 2.6×10^8 . In the length studied 89% crossed at the existing pedestrian refuge. Very few people attempt to cross elsewhere between there and the roundabout.

The mean vehicle speeds were 22 and 23 and the 85th percentile values were 26 and 27.

Conclusion

The data indicates that a formal pedestrian crossing facility should be considered but centred near the existing refuge location. Nearby crossings are signalised and a Puffin crossing is recommended. Cycle movements should be assessed to determine whether a Toucan crossing is appropriate.

A crossing at the requested location would involve crossing the parking bay/service road which would result in loss of part of this existing facility and would result in a very long crossing. This is not recommended.

Huntington Road

Site Assessment

The section of Huntington Road under investigation is between the Park Grove and Lowther Street junctions, a length of approximately 125m, the study area is not centred on the proposed crossing point but instead covers a section between junctions. There is a primary school located between Park Grove and Lowther Street, but with almost no houses on the east side of Huntington Road it is unlikely that pedestrians cross in this section to access the school.

This is a single carriageway road approx. 7.6m to 10.7m wide, and is 9.9m wide at the proposed crossing point. Within the 125m length studied there are no existing crossing points, the combination of accesses, verges and on-street parking reduce the opportunities to cross. The speed limit is 30mph.

This section of road is almost straight, vehicles park on both sides of the route which restricts visibility. The parking is short stay pay and display/resident permit parking.

This is a bus route with the southbound stop at the southern end of the area studied. Buses operate at up to thirty minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (03 Nov 2016 and June 2015 – speed data). The data has been used to assess the PV^2 value, the weighted value is 0.7×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 50% of pedestrians crossed in the section immediately south of Park Grove. 25% crossed north of Lowther Street in the section where the crossing has been requested.

Mean vehicle speeds were 25 and 24 and the 85th percentile values were 30 and 29.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. At least one dropped kerb crossing with tactiles should be installed as there are no crossing points associated with the bus stops. A build out within the end of the existing parking bay adjacent to the bus stop on the east side would be an advantage for bus passengers and is at the requested crossing location. Only one parking space would be required to accommodate this without

impacting on the existing bus stop location any more than a parked vehicle would. The bus stop locations should be reviewed to ensure that access is appropriate to allow buses to stop close to the kerb whilst allowing vehicles to pass a stationary bus in each direction.

Main Street/Horseman Lane, Copmanthorpe

Site Assessment

The section under investigation includes parts of Main Street and Horseman Lane, Copmanthorpe, adjacent to the shopping area. The health centre is in the northern part of the section studied, the shops and Post Office in the centre section, and the church and pub in the southern part.

Main Street is a single carriageway road approx. 5.7m wide at the point where the crossing is requested. The speed limit is 20 with limited traffic calming within the 20 zone. There is an existing dropped kerb crossing with tactile paving close to the requested crossing location.

This section of road is on a bend with poor visibility, vehicles parked in the shopping area car park block visibility on the north east side, the boundary wall of the properties block visibility on the south east side. The existing crossing point is located where visibility is best but does not fully comply with guidance for visibility for a pedestrian crossing and is adjacent to the car park entrance/exit. There is a crossing point on the raised table to the north of the area studied and an equivalent facility within the southern section studied.

There are bus stops within the southern section with a bus service at a 30 minute interval.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.2×10^8 which is well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management).

Mean vehicle speeds were 18 and 17 and the 85th percentile values were 22 and 20.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location and visibility is poor. There are restricted opportunities to cross due to the road layout and due to the frontage of the pub being used as a seating area with planters – despite it being adopted highway – and with no footway along

this section. A footway along the pub frontage would improve pedestrian facilities and crossing opportunities.

Note: Clarification of the use of the highway along the pub frontage has been sought.

New Lane, Huntington

Site Assessment

The section of New Lane under investigation is immediately north of the Jockey Lane roundabout.

This is a single carriageway road approx. 9.7m wide. There is a splitter island on the northern arm of the roundabout which has dropped, but not flush, kerbs and no tactile paving. A dropped kerb crossing with tactile paving was installed in about 2010 about 25m north of the roundabout. Parking restrictions are in place as far as this crossing point on the approach to the roundabout. On street parking takes place as evidenced by Google Street View images from recent years.

This is a straight section of road with good visibility and is between Jockey Lane – the main access to Monks Cross and Vanguard retail parks from Huntington, and the Portakabin entrance.

There are bus stops immediately to the north of this section with an hourly bus service.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.2×10^8 well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). The majority of pedestrians (77%) crossed at the splitter island with very few crossing in the vicinity of the dropped crossing which is located where the crossing has been requested.

Mean vehicle speeds were 24.6 and 26.6 and the 85th percentile values were 29 and 31.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location however it may be advantageous despite the low PV² value to locate a pedestrian refuge at this point to encourage crossing away from the roundabout, this may however lead to people crossing in the hatched area north of this due to the location of the bus stops. The road is too wide at this location to cross easily in one movement as evidenced by the much higher proportion crossing

at the roundabout splitter island. The impact on property access would need to be assessed as would the accurate carriageway width to assess the impact on cyclists. The impact on on-street parking will also need to be checked although there is no indication that this would be a significant issue. Lighting levels will need to be checked particularly with respect to a large tree close to the crossing point as this could create significant shadows.

The crossing point at the roundabout splitter island should be improved to provide flush kerbs and tactile paving particularly if a new refuge is not provided.

University Road

Site Assessment

The section of University Road under investigation is the southbound one-way section centred on the existing dropped crossing south of the bus stop.

This is a dual carriageway road approx. 7.2m wide at the location where the existing crossing point is on the southbound side. The speed limit is 30mph.

This section of road is straight with good visibility however buses at the stop will restrict visibility for people crossing westbound. There are waiting restrictions on this route.

University Road is a bus route with a stop immediately north of the existing crossing point. Buses operate at approximately 7 minute intervals and the length of this stop caters for more than one bus.

There are no recorded pedestrian injury collisions in the three years to end April 2016 in this section.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.3×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management on a two way road). In the length studied 52% crossed in the section including the existing crossing point and 23% in the section to the north where there is a hardened section of central reservation - a cobbled area on the west side verge probably means people crossed in to the vehicular access to Derwent College.

The mean vehicle speed was 23 and the 85th percentile value was 28.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. Any facility provided should be consistent on both sides of the dual carriageway and this is currently the arrangement with the informal crossings. Consideration should be given to relocating the bus stop south of the crossing but this would depend on how frequently there is more than one bus at this stop. There is no evidence that the existing arrangement is unsafe. The tactile paving arrangement is not in accordance with the guidance and consideration should be given to correcting this on both footways.

Walmgate

Site Assessment

The section of Walmgate under investigation is centred on the existing build out near Margaret Street.

This is a single carriageway road approx. 6.1m wide at the location where the build out is and about 8m to the west of this (where the majority of pedestrians cross). The speed limit is 30mph with traffic calming.

This section of road is straight with good visibility. There are waiting restrictions over most of the section and a pay and display parking bay outside the shops.

Walmgate is a bus route with stops beyond the area studied. Buses operate at up to ten minute intervals.

There are proposals to radically alter the traffic on this route with either/or a change in traffic direction on Fossgate and pedestrianisation of Fossgate. This could result in a significant reduction in traffic on Walmgate. Currently more than twice as much traffic uses the route eastbound – away from the city centre. Access in the opposite direction is restricted at Walmgate Bar with no access from the Inner Ring Road.

There are no recorded pedestrian injury collisions in the three years to end April 2016 in this section.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.2×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management and there is already traffic calming and a build out here). In the length studied 69% crossed in the section west of the build out and 11% in the section including it meaning 19% crossed through the parking bay.

Mean vehicle speeds were 15 and 19 and the 85th percentile values were 22 and 24.

Conclusion

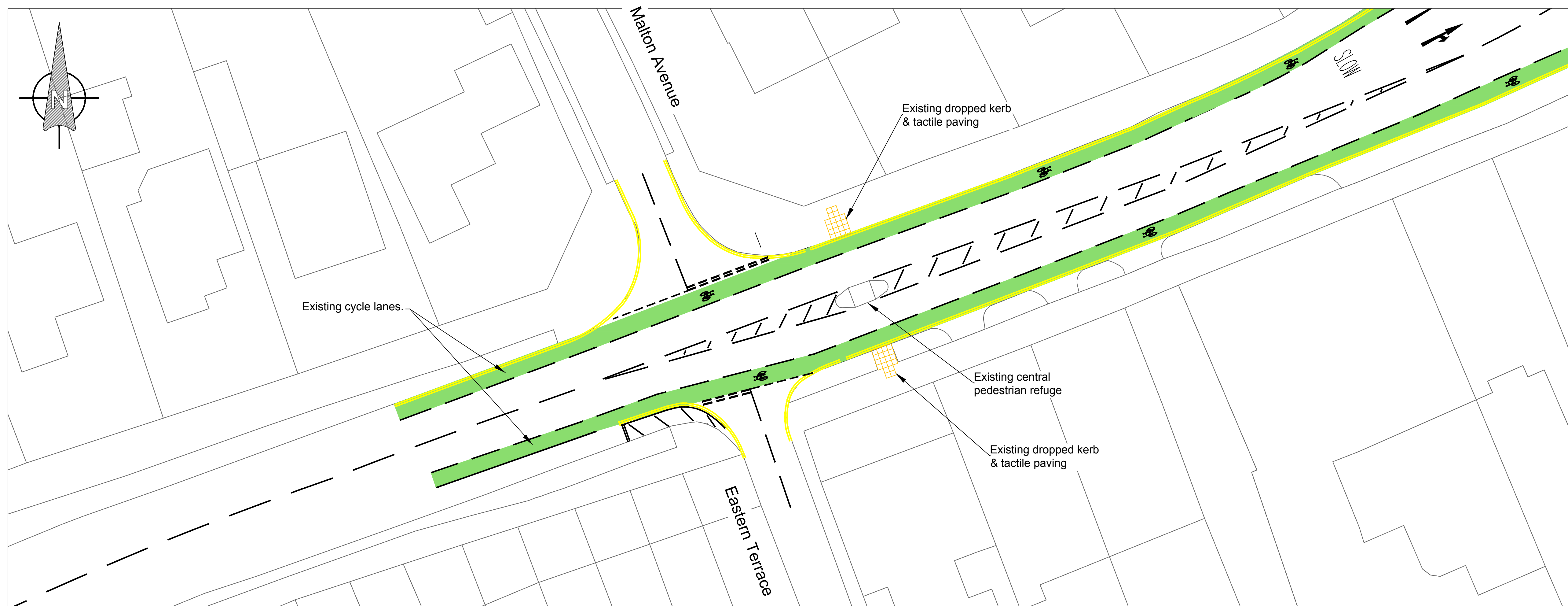
The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. Traffic volumes may change significantly which is likely to improve the pedestrian crossing opportunities if Fossgate is pedestrianised and/or

the traffic flow reversed. There is no indication that any new or improved facilities are required.

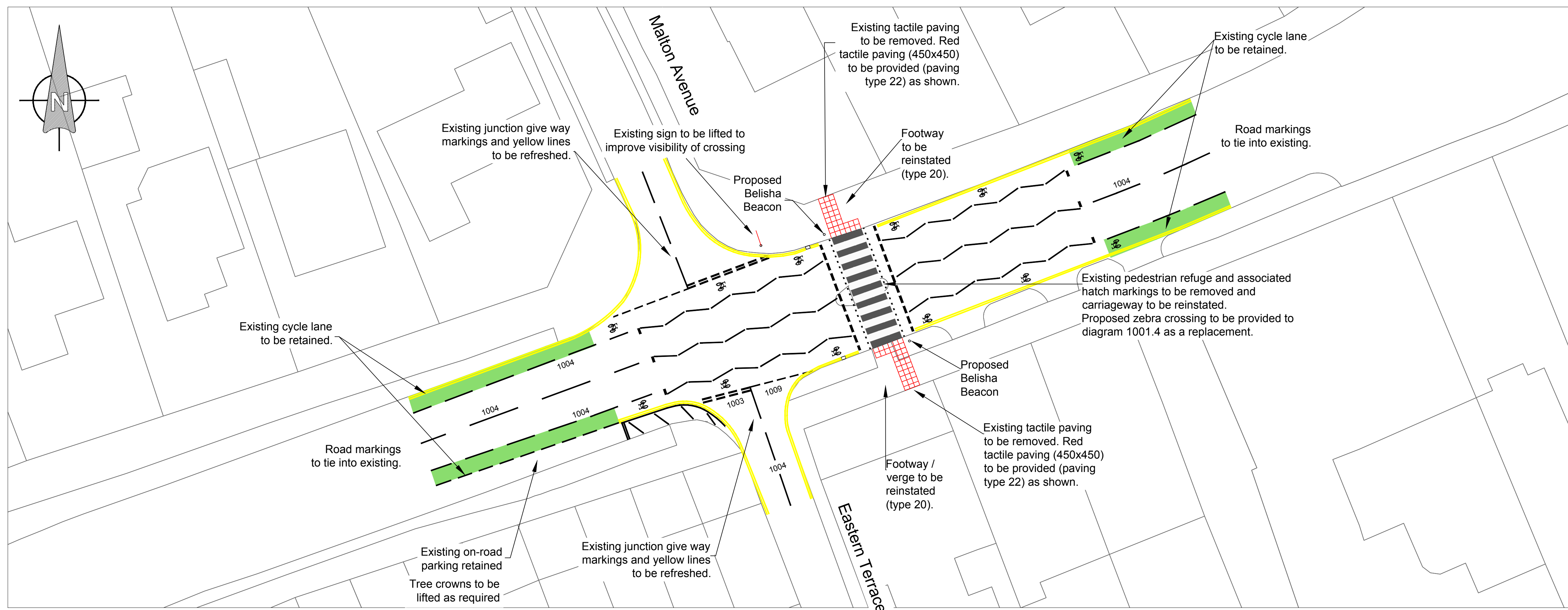
NOTES:

Cycle symbols to diagram 1057, height 1.215m

ANNEX B(i)



EXISTING LAYOUT

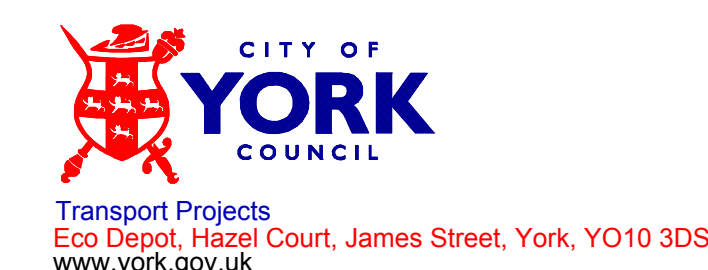


PROPOSED GENERAL ARRANGEMENT

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CONSTRUCTION

Revision	By	Checked	Approved	Date	Description



Project
Pedestrian Crossing Improvements 2017/18
Heworth Green Crossing

Drawing
Proposed Zebra Crossing
General Arrangement

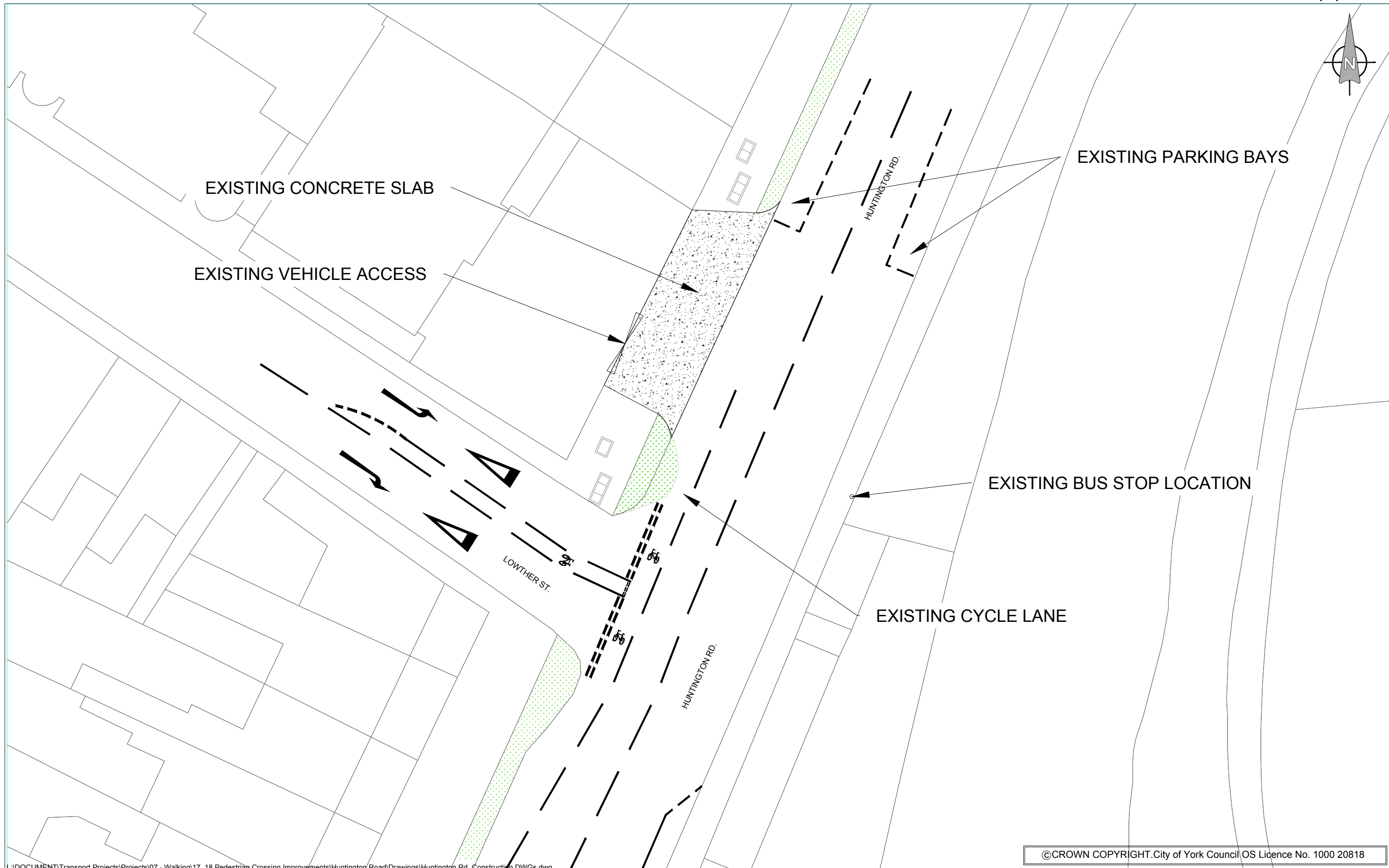
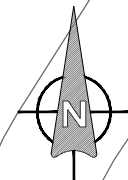
Drawn by M. King/A. Walker Date: _____
 Checked by D. Mercer Date: _____
 Authorised by _____ Date: _____

Drawing No. TP/170075/100/01 Revision -

Drawing Scale: 1:200 A1


CAD Filename: Computer Filename Plot Scale:

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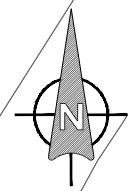


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	DATE	JAN '18	A3				TP/170076/CONS/02		

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PROPOSED RAMPS OF 1:25 GRADIENT
TO PEDESTRIAN CROSSING

EXISTING PARKING BAYS
TO BE RETAINED

PROPOSED LOW HEIGHT RETAINING WALL
(350mm) WITH PEDESTRIAN GUARDRAIL

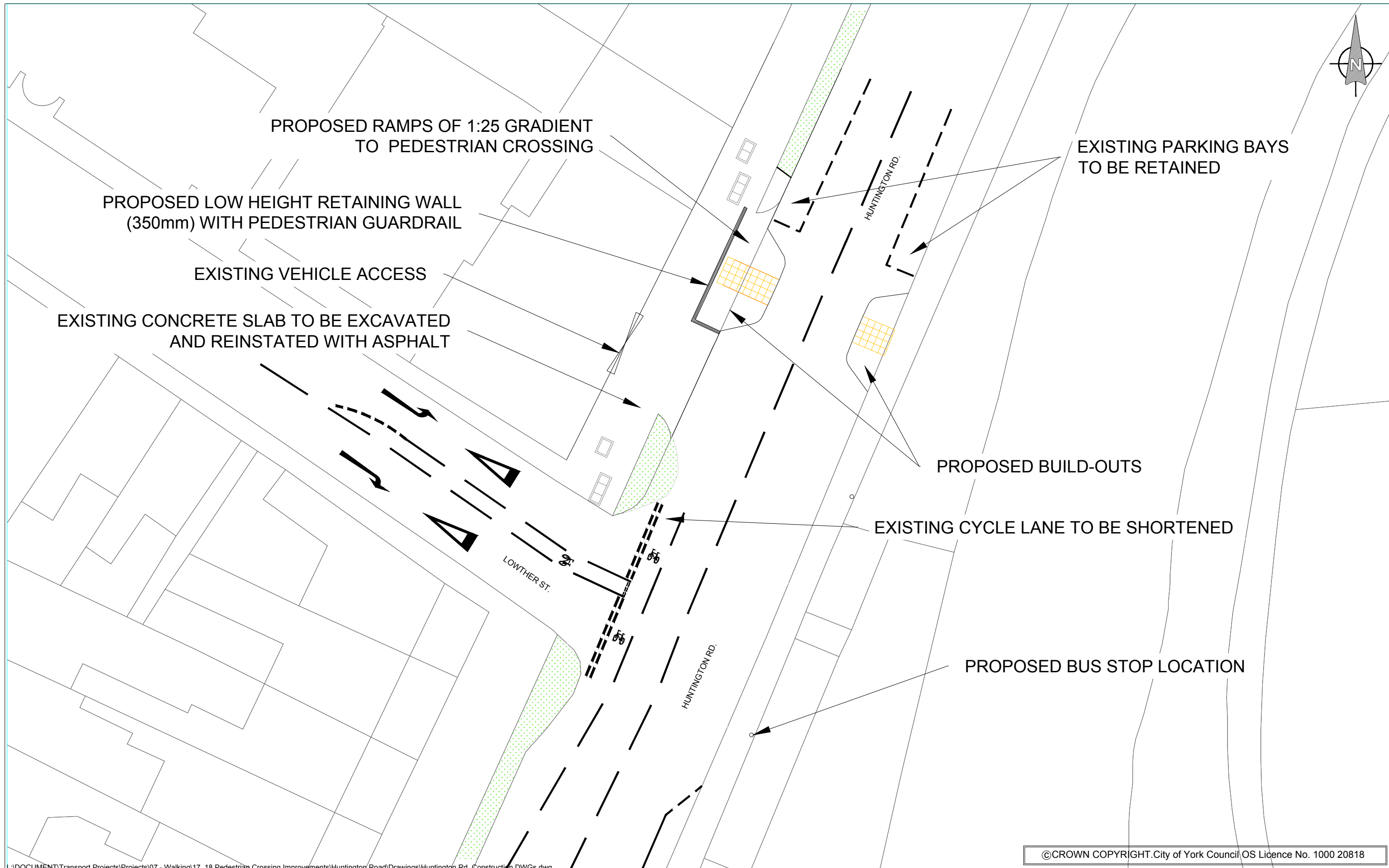
EXISTING VEHICLE ACCESS

EXISTING CONCRETE SLAB TO BE EXCAVATED
AND REINSTATED WITH ASPHALT

PROPOSED BUILD-OUTS

EXISTING CYCLE LANE TO BE SHORTENED

PROPOSED BUS STOP LOCATION

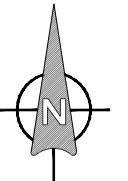


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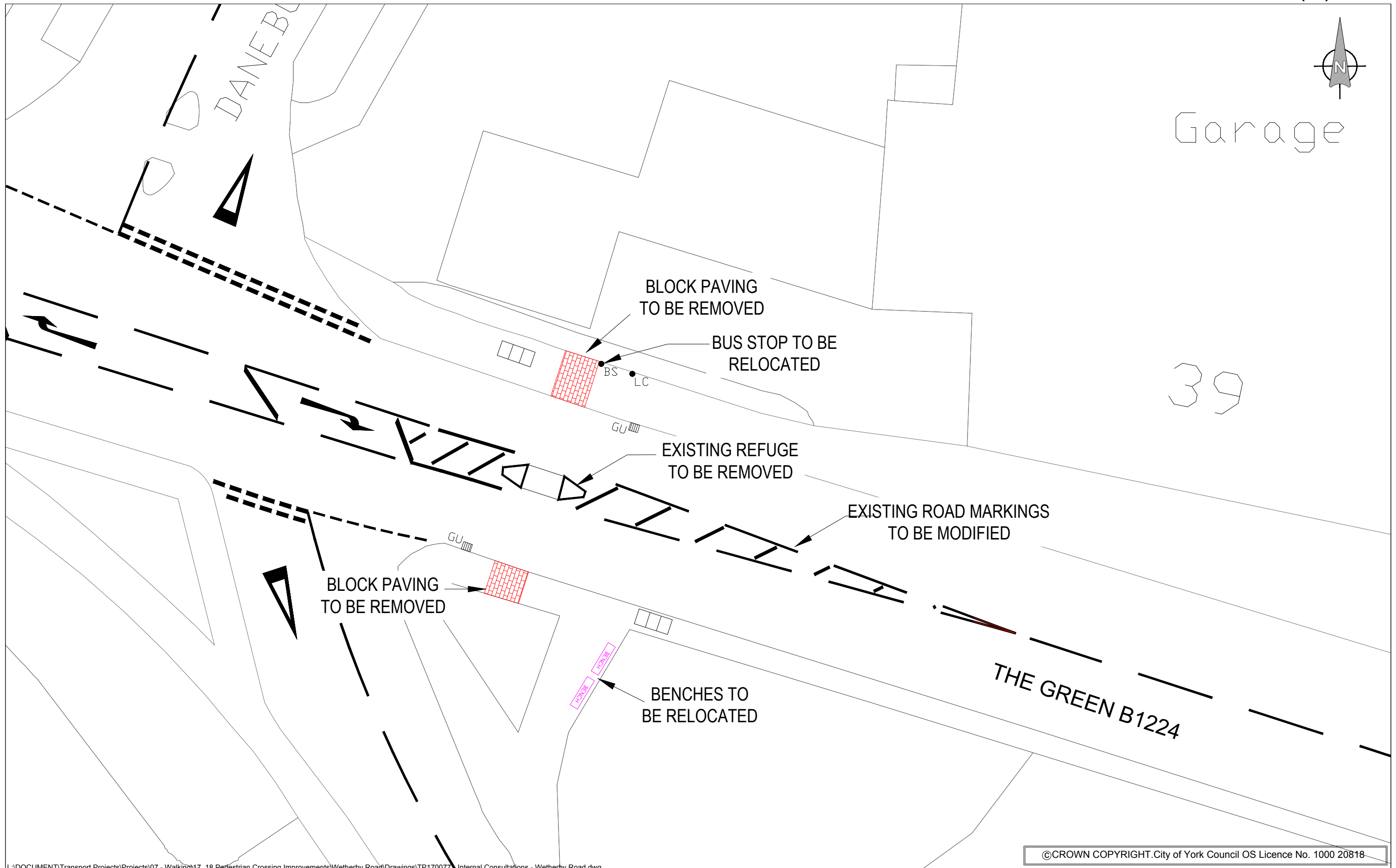
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	DATE	JAN '18	A3				TP/170076/CONS/01		

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Garage

39



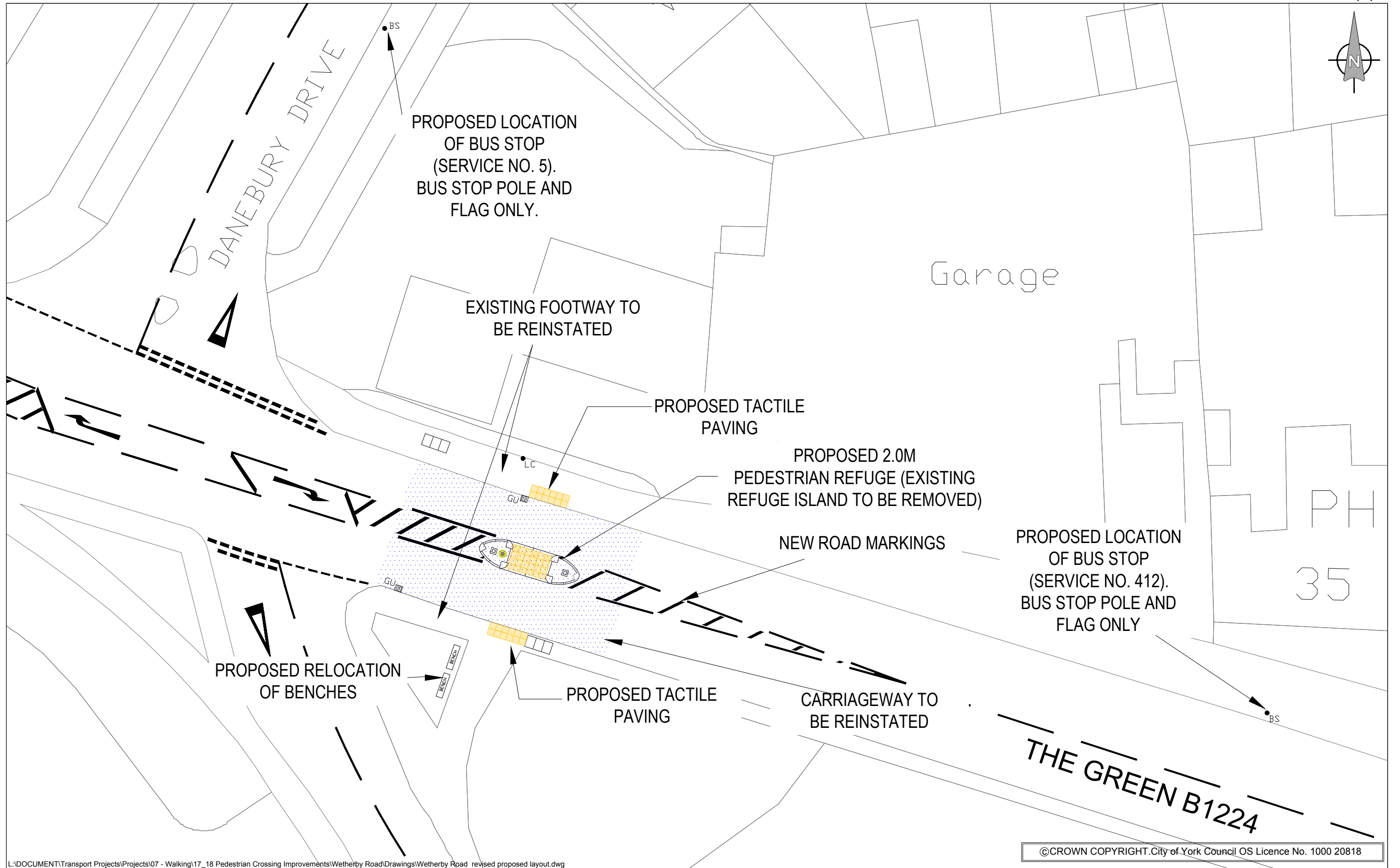
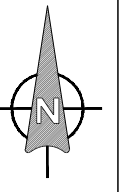
Page 171

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	DRAWN BY	AW						
	CHECKED BY	MK						
DATE	JAN '18	A3					TP/170077/CONS/01	

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INITIAL	REV	AMENDMENT	DATE
AW	A	Layout amended to reflect stage 1-2 RSA	05/18
MK			
JAN '18	A3		

**WETHERBY RD. PEDESTRIAN CROSSING
 PROPOSED LAYOUT**

SCALE	NTS
TP/170077/CONS/02 A	

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 <p>CITY OF YORK COUNCIL Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	<table border="1"> <tr> <td>INITIAL</td> <td>REV</td> <td>AMENDMENT</td> <td>DATE</td> </tr> <tr> <td>DRAWN BY AW</td> <td></td> <td></td> <td></td> </tr> <tr> <td>CHECKED BY MK</td> <td></td> <td></td> <td></td> </tr> </table>	INITIAL	REV	AMENDMENT	DATE	DRAWN BY AW				CHECKED BY MK				<p>MAIN ST COPMANTHORPE. PEDESTRIAN CROSSING CONSULTATION PLAN EXISTING LAYOUT</p>	<p>SCALE</p>	<p>NTS</p>
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	DRAWN BY AW															
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DATE	JAN '18	A3														

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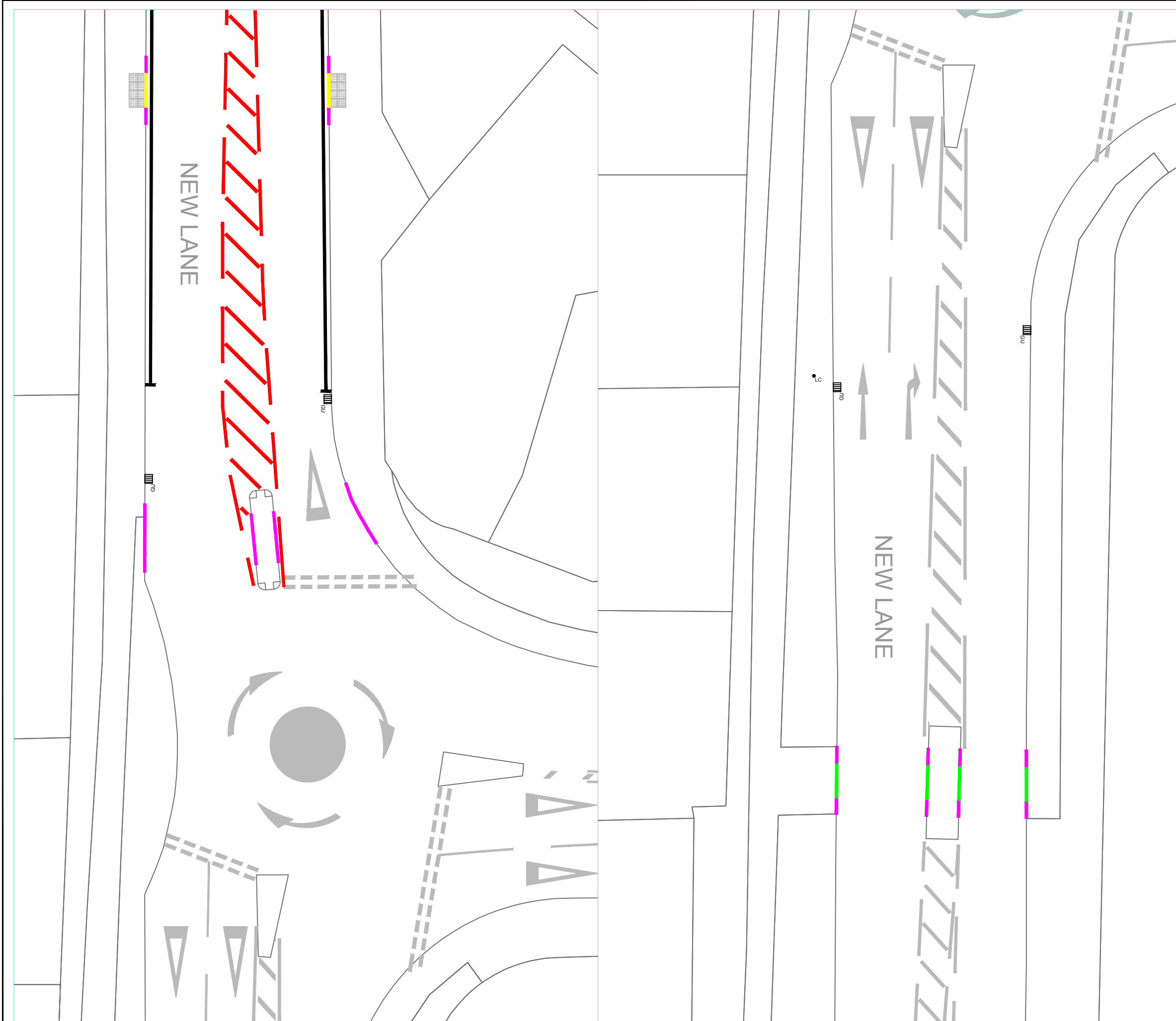
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INITIAL	REV	AMENDMENT	DATE
DRAWN BY AW			
CHECKED BY MK			
DATE	JAN '18	A3	

MAIN ST COPMANTHORPE. PEDESTRIAN CROSSING CONSULTATION PLAN PROPOSED LAYOUT

SCALE	NTS
TP/170079/CONS/02	

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NOTES:

- KEY:
- EXISTING TRANSITION KERBS
 - EXISTING DROPPED KERBS
 - PROPOSED TACTILE PAVING
 - EXISTING ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

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Revision	By	Checked	Approved	Date	Description

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Project
17/18 PEDESTRIAN CROSSING IMPROVEMENTS
NEW LANE, HUNTINGTON

Drawing
EXISTING LAYOUT

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Checked by		Date:	
Authorised by		Date:	

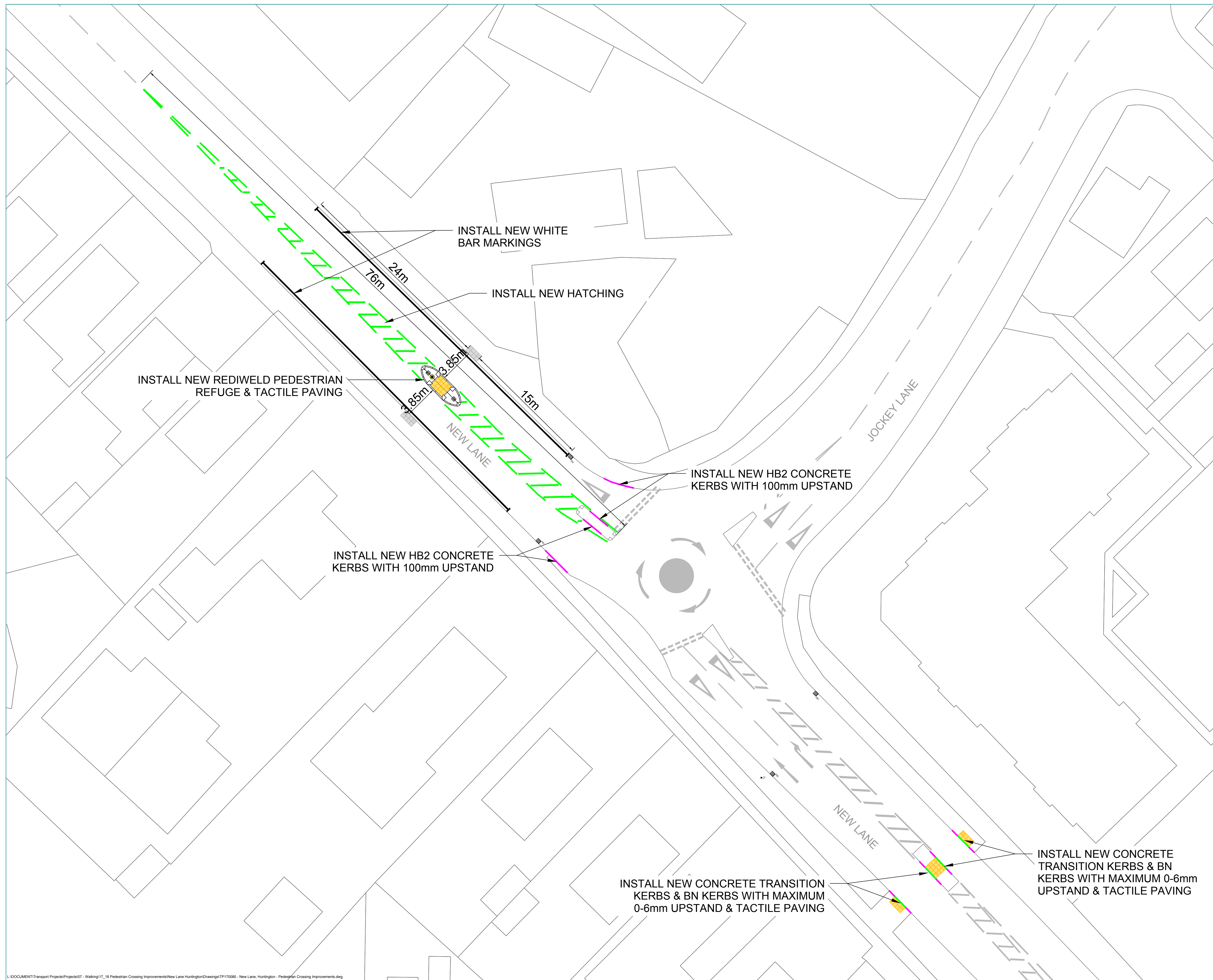
Drawing No.	Revision
TP/170080/EX	-

Drawing Scale:	1:200	A3
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ANNEX B(ix)



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CONSTRUCTION

Revision	By	Checked	Approved	Date	Description



Project
MONKS CROSS S106 FUNDING
PEDESTRIAN CROSSING IMPROVEMENTS

Drawing
NEW LANE HUNTINGTON
GENERAL ARRANGEMENT

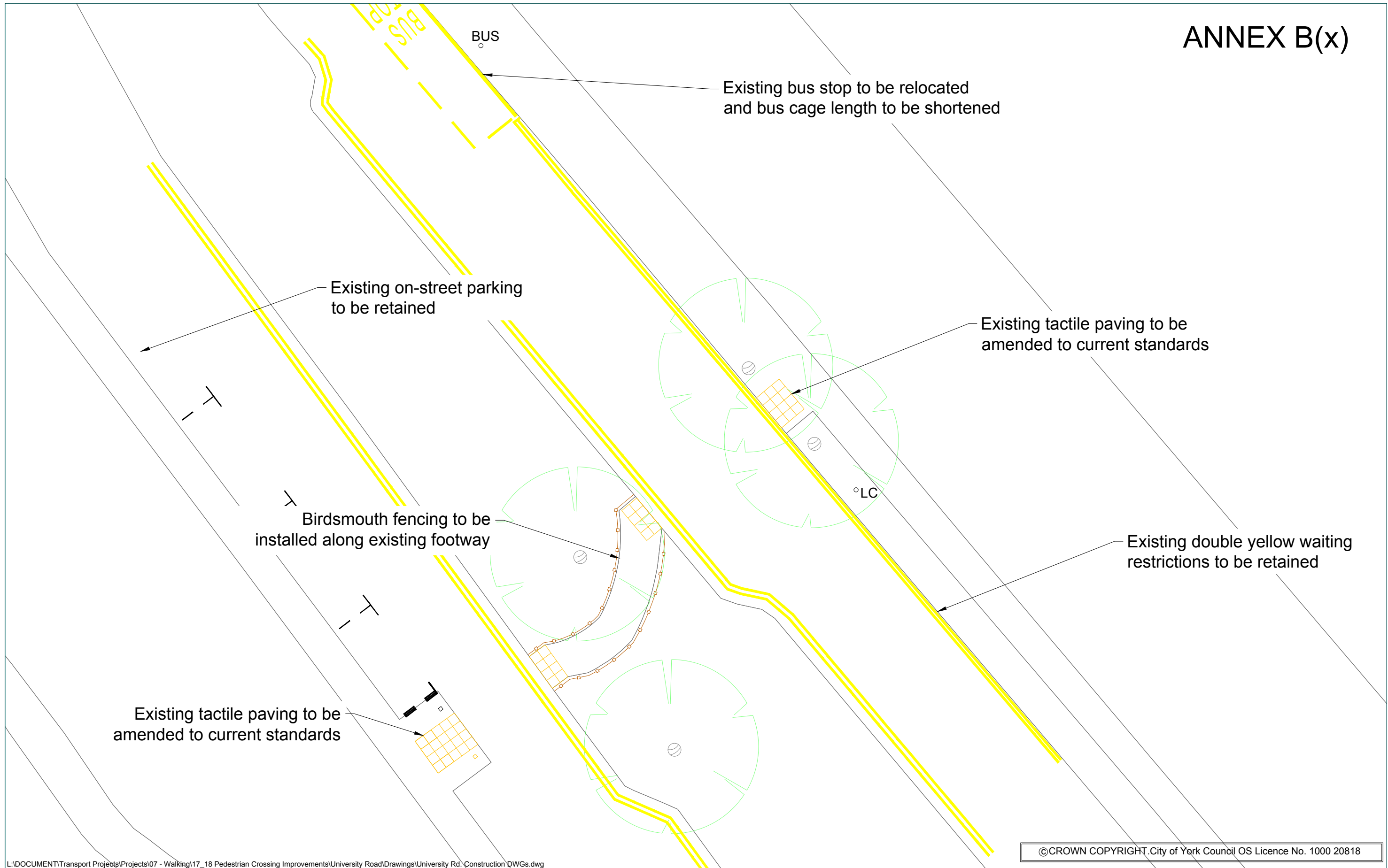
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ANNEX B(x)



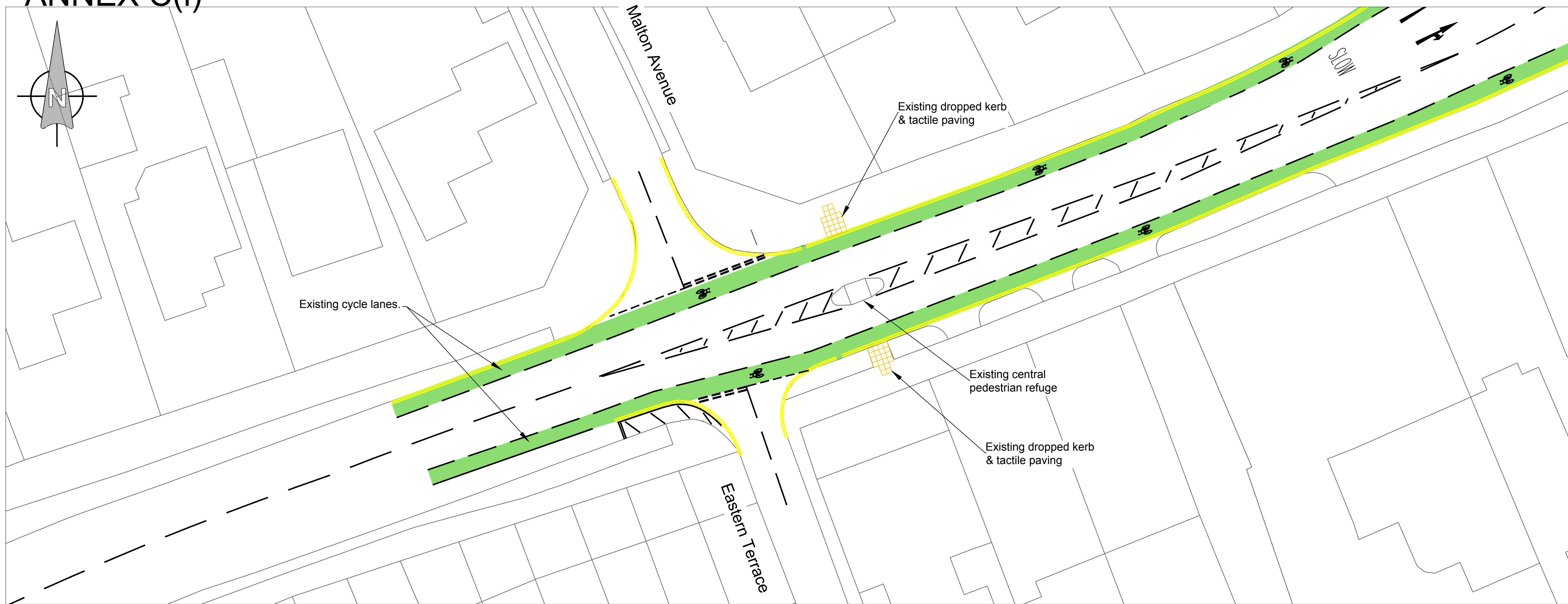
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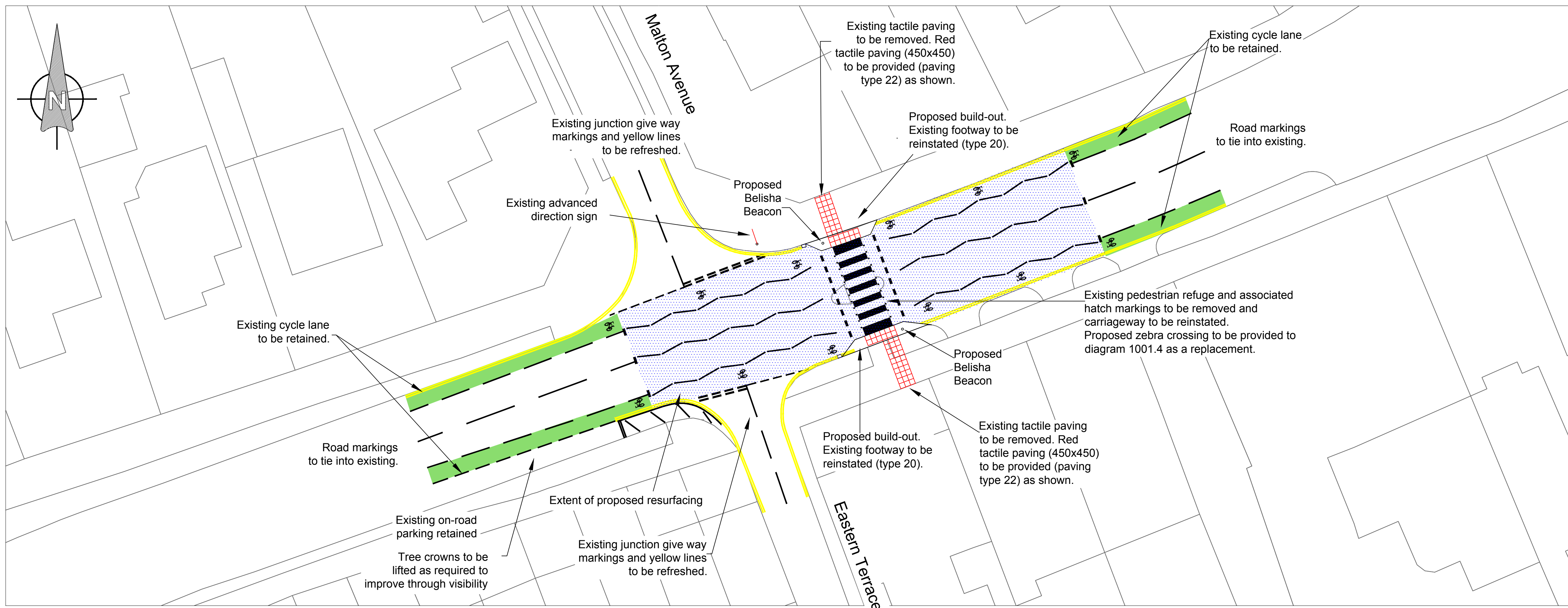
 Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk	DRAWN BY MK	INITIAL MK	REV A3	AMENDMENT	DATE	UNIVERSITY ROAD PROPOSED LAYOUT	SCALE	NTS
	CHECKED BY DM	DATE JAN'18	A3	DATE	DATE		TP/170078/DWG/001	TP/170078/DWG/001
	DATE JAN'18	A3	DATE	DATE	DATE		TP/170078/DWG/001	TP/170078/DWG/001

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ANNEX C(i)



EXISTING LAYOUT



PROPOSED GENERAL ARRANGEMENT

NOTES:

Cycle symbols to diagram 1057, height 1.215m



Warning signs to diagram 544 to be provided on each approach on Heworth Green

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A	DM			05/18	Layout amended to reflect stage 1-2 RSA

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Project
 Pedestrian Crossing Improvements 2017/18
 Heworth Green Crossing

Drawing
 Proposed Zebra Crossing
 General Arrangement

Drawn by M. King/A. Walker Date: _____
 Checked by D. Mercer Date: _____
 Authorised by _____ Date: _____

Drawing No. TP/170075/100/01 Revision A

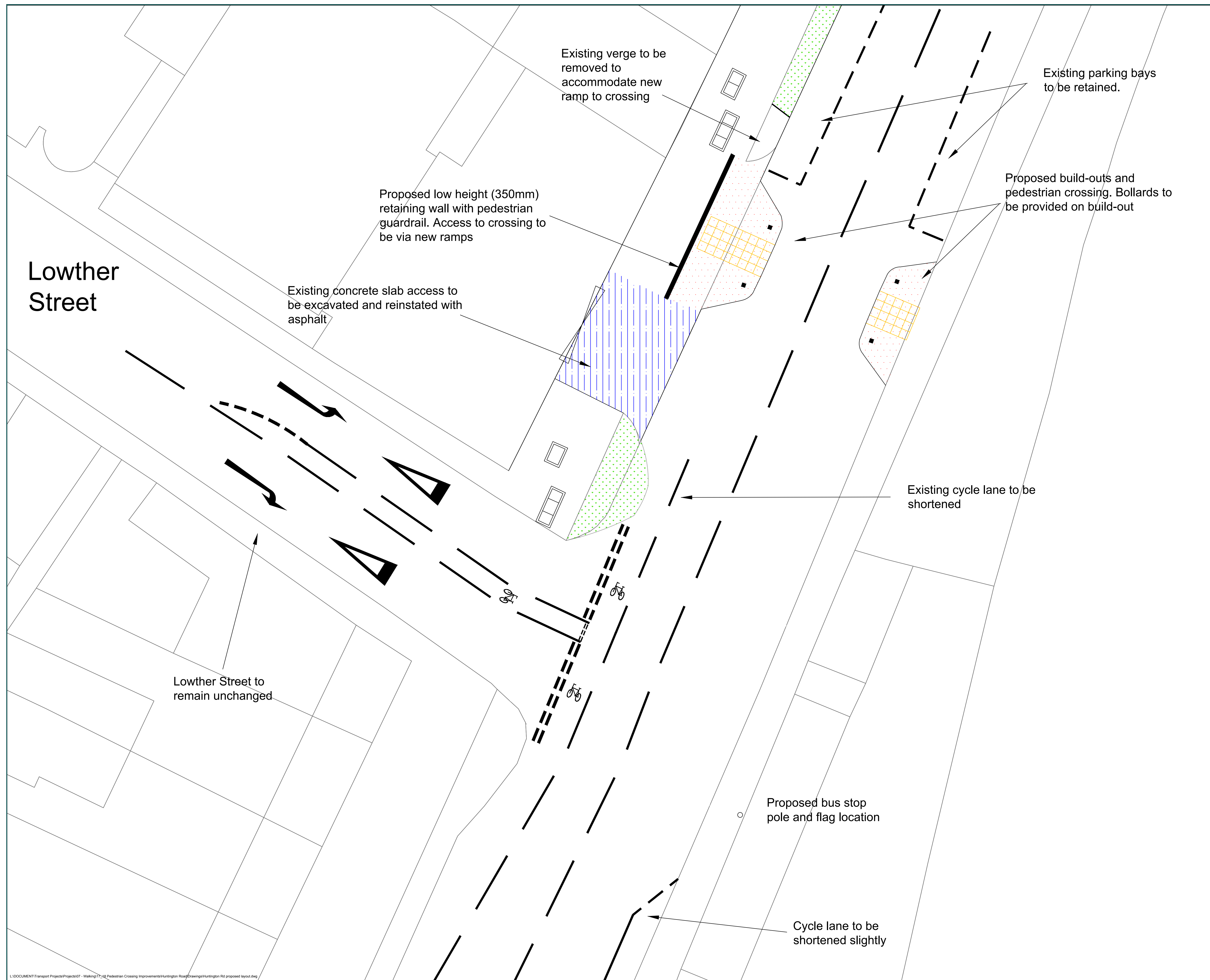
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NOTES:

ANNEX C(ii)



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Project
HUNTINGTON RD. PEDESTRIAN CROSSING

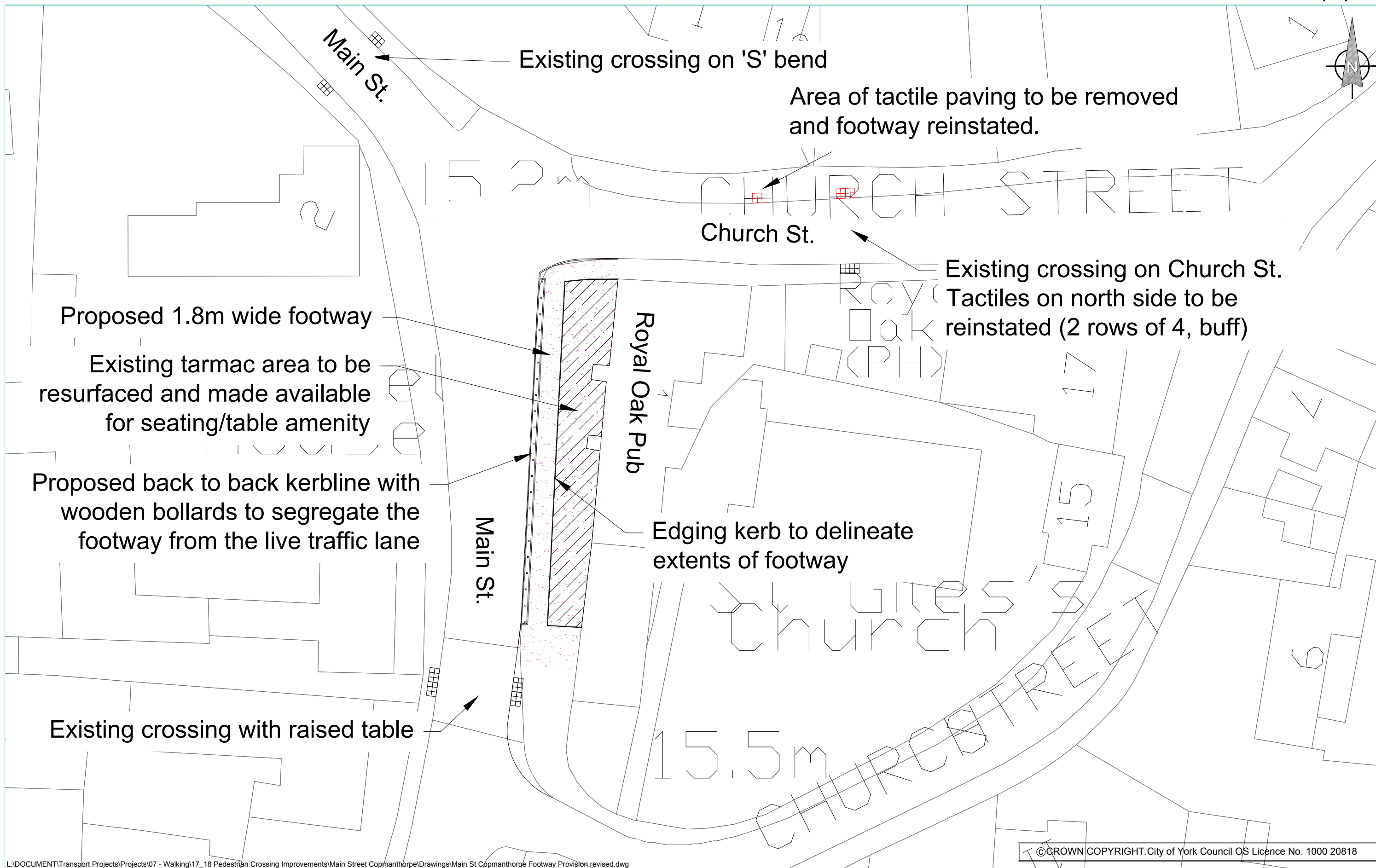
Drawing
PROPOSED LAYOUT

Drawn by MK Date: 25/08/2017
Checked by DM Date: 25/08/2017
Authorised by MD Date: 25/08/2017

Drawing No. Revision
TP/170076/001


Drawing Scale: NTS A0
CAD Filename: Plot Scale: 1:1

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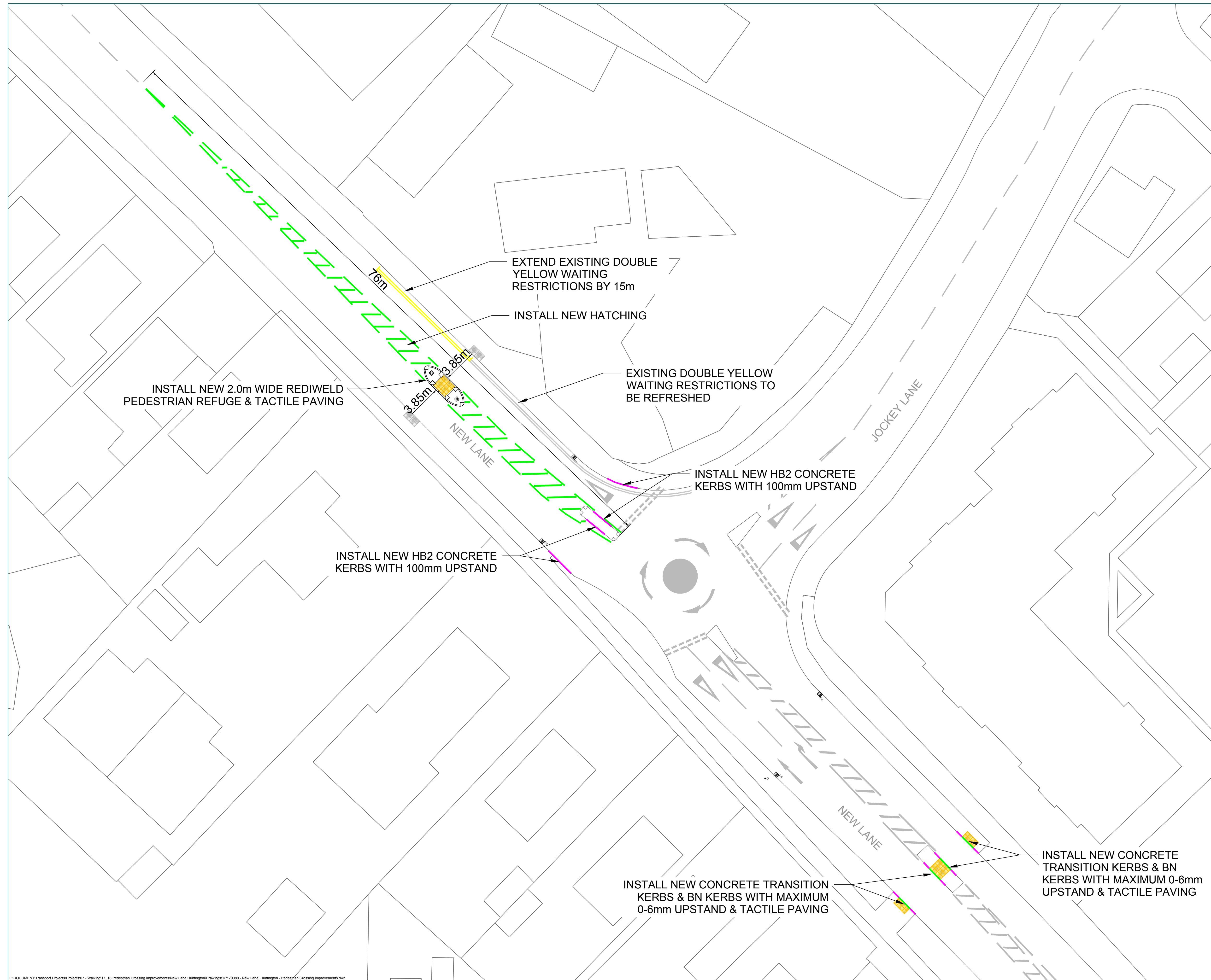
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	DATE JAN '18	A3				TP/170079/CONS/02 A

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NOTES:

ANNEX C(iv)



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Revision	By	Checked	Approved	Date	Description
A	DM			05/18	Modified to reflect safety audit

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Project
 MONKS CROSS S106 FUNDING
 PEDESTRIAN CROSSING IMPROVEMENTS

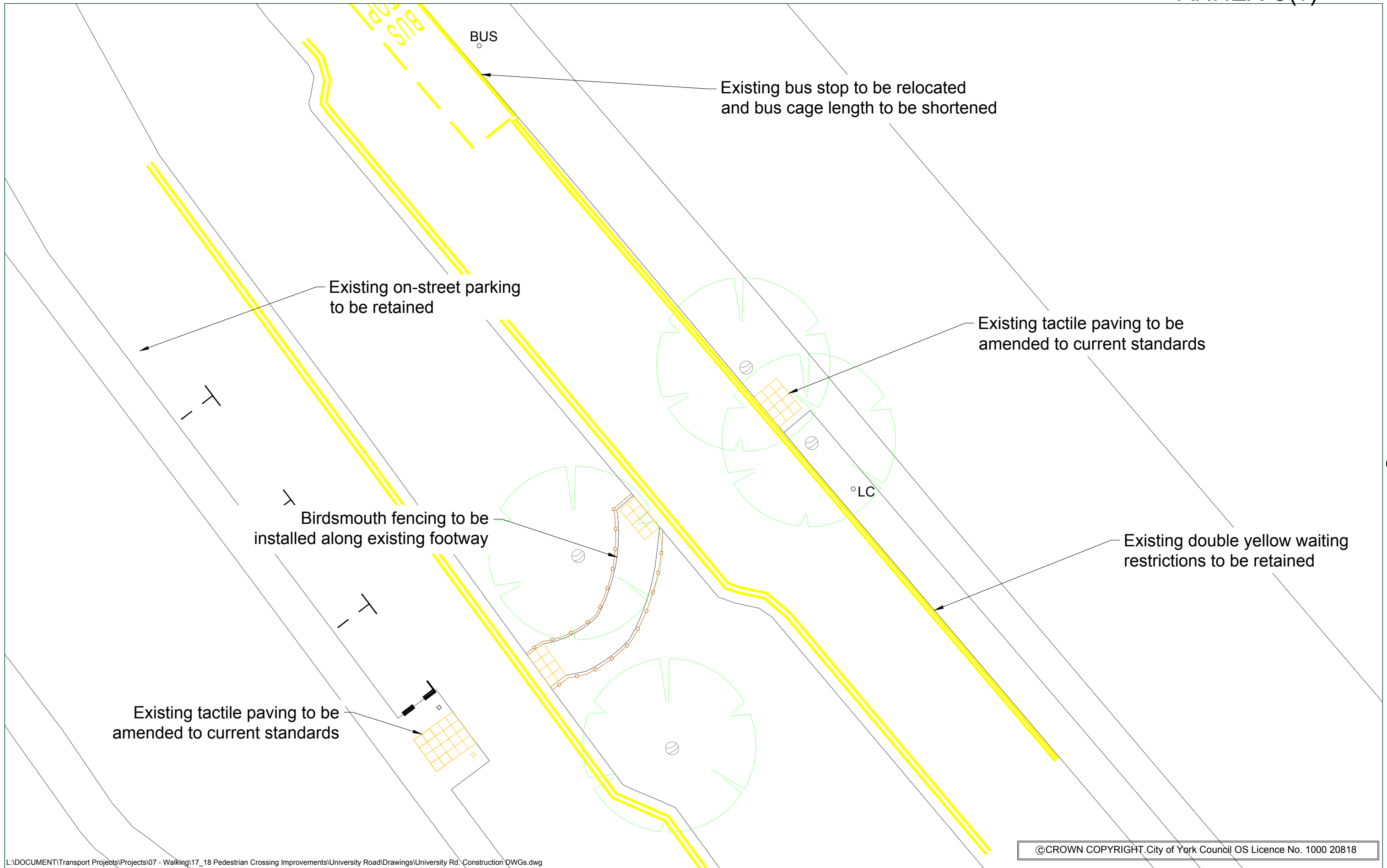
Drawing
 NEW LANE HUNTINGTON
 PROPOSED LAYOUT

Drawn by M.KING Date: XXXXXX
 Checked by D.MERCER Date: XXXXXX
 Authorised by D.MERCER Date: XXXXXX

Drawing No. TP/170080/001 Revision A

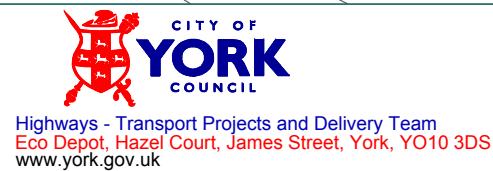
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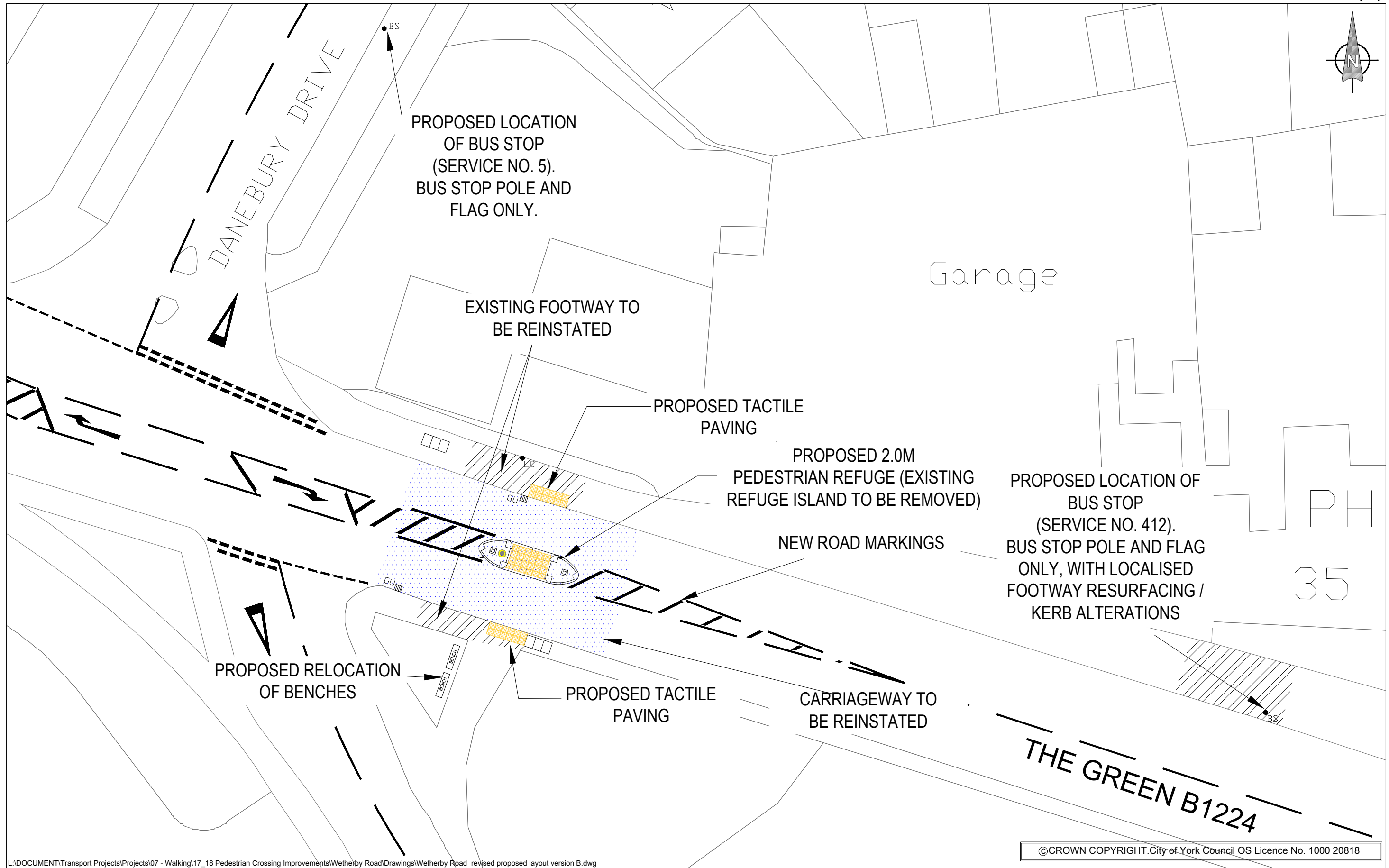
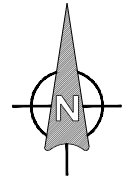


DATE	INITIAL	REV	AMENDMENT	DATE
JAN'18	MK			
	DM			
		A3		

**UNIVERSITY ROAD
PROPOSED LAYOUT**

SCALE	NTS
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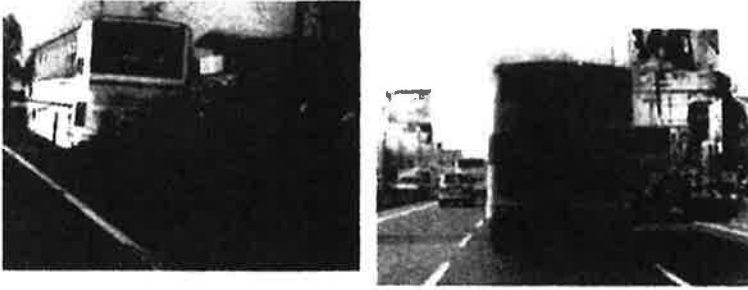
INITIAL	REV	AMENDMENT	DATE
AW	A	Layout amended to reflect stage 1-2 RSA	05/18
MK	B	Area of footway resurfacing added	06/18
JAN '18	A3		

**WETHERBY RD. PEDESTRIAN CROSSING
 PROPOSED LAYOUT**

SCALE	NTS
TP/170077/CONS/02 B	

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PROPOSED BUS STOP



DO YOU WANT TO ENJOY A RELAXING DRINK
OUTSIDE WITHOUT INHALING BUS FUMES?

DO YOU ENJOY THE VIEW OF THE GREEN?

DO YOU USE OUR CAR PARK?
(ENTRANCE BEING BLOCKED)

WOULD YOU LIKE A BUS STOP OUTSIDE YOUR
HOME?

THE SUN INN IS ALAN AND JUDYS HOME!

WE HAVE A *PROPOSED* BUS STOP BEING PLACED
RIGHT OUTSIDE THE SUN INN.,

Please sign our petition to stop this.,

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