

Report of the Corporate Director - Place

## **Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme**

### **Summary**

1. This report provides the Executive Member with an update on the advertisement of the Traffic Regulation Order (TRO) required for implementation of the proposed cycle lane scheme. It also summarises the results of further discussions with the owners of numbers 150-154 Holgate Road and makes a recommendation on the way forward.

### **Recommendations**

2. Recommendation 1: that the Executive Member notes the objections to the TRO, but approves the making of the TRO (subject to a 90 minute non-permit holder exception to the Community bay). It is further recommended that the implementation of the proposals as shown in **Annex A** is authorised (with the exception of the parking proposals outside numbers 150-154).

Recommendation 2 : that the Executive Member gives approval in principle to the creation of a parking area in Chancery Rise (as shown in **Annex D**) along with the provision of a dropped kerb to facilitate vehicle access to the forecourt area at 150 Holgate Road (part of the scheme shown in **Annex C**). Linked to this, authorise the advertisement of a TRO covering the removal of the existing restrictions on the affected part of Chancery Rise, along with the introduction of “no waiting at any time” restrictions to replace the existing on-road parking provision adjacent to 150-154 Holgate Road.

Reason: To enhance road safety by providing more continuity of the cycle lanes whilst maintaining good parking provision for local resident and businesses.

## **Background**

3. At the Executive Member Decision Session on 14 April 2016, the Executive Member considered a report which summarised the responses to a consultation exercise on a proposed cycle lane scheme on Holgate Road. The report also sought approval of a preferred layout (see **Annex A**) and to advertise the necessary Traffic Regulation Order (TRO).

The Executive Member approved progression of the scheme, with the exception of the proposed alterations to the parking bay fronting numbers 150-154 Holgate Road. With this exemption, authorisation was given to advertise the required TRO, along with approval to implement the scheme if no substantive objections were received.

On the parking issue near 150-154, Officers were instructed to undertake further discussions with the property occupiers and to report back on the outcome.

The next part of the report deals with the TRO advertisement, and is followed by a section dealing with the parking issue near 150-154.

## **TRO Advertisement**

4. The TRO was advertised between 17<sup>th</sup> June and 8<sup>th</sup> July, and only two responses were received.

St Paul's Church and Autopoint garage both raised objections to the proposals. Their comments and Officer responses are included in **Annex B**.

In summary, the reasons put forward for opposing the scheme are not considered to warrant any significant changes to the proposals as advertised. The small amendment recommended is an extension of the non-permit holder parking time from 60 minutes to 90 minutes in the Community bay to help accommodate visitors to the nearby church. This change would not require a re-advertisement of the TRO.

## Options (TRO)

5. The options available to the Executive Member are:

Option (i) - to note the comments/objections to the TRO, but to approve implementation of the TRO with the minor amendment highlighted above, and the scheme as shown in **Annex A**.

Option (ii) – consider the comments/objections to the TRO and approve implementation of the scheme as shown on **Annex A**, but with any amendments deemed appropriate. These amendments would be subject to a subsequent Technical Review by Officers to ensure there were no significant drawbacks. If the Review found them to be acceptable, then those measures would be included in the scheme for implementation. If not, they would be brought back to a future meeting for further consideration by the Executive Member.

Option (iii) - Do nothing

## Option Analysis (TRO)

6. Option (i) would allow the scheme to be delivered and meet the objectives of the scheme which are to provide improved cycling facilities along Holgate Road and thus increase the safety of cyclists using Holgate Road, while maintaining good parking provision for local residents. The proposal to allow non-permit holders to park in the new permit controlled Community bay for up to 90 minutes would accommodate visitors to the local church.

Option (ii) would defer the implementation until further consideration of comments/objections received could be considered by Officers.

Option (iii) would not result in improved cycling facilities being provided along this busy road to link with other existing facilities and would not provide a more continuous route towards the city centre. The safety of cyclists would not be improved.

Officers do not consider that the objections received to the TRO warrant any significant changes to the scheme, and hence option (i) is recommended.

## **Parking Issue at Nos. 150-154 Holgate Road**

7. In the original scheme, it was proposed to introduce a No Waiting 8am to 6pm restriction on the existing short section of on-road parking outside Nos. 150-154 Holgate Road. However, this was opposed strongly by the adjacent hairdressing business based at No 150, on the basis that nearby day- time parking was very important for their clients, especially the elderly.
8. Following the Executive Member's direction at the April Decision Session meeting, further discussions have been held with the owners of the hairdressers and the Bridge Club next door (numbers 150-154) about options for providing compensatory parking provision.
9. At No 150, there is a large forecourt area, and in principle this could be used as an off-road private parking area for the hairdressing business, as shown in **Annex C**. The business owner would be happy with such a solution.
10. At Nos. 152/154, the Bridge Centre management already use their forecourt area for off-road parking, and although not opposed to a similar arrangement being facilitated at No 150, point out that this would not help their parking situation. Therefore they would remain opposed to the loss of on-road capacity nearby.
11. During the subsequent deliberations, Officers suggested the idea of providing some new on-road parking space nearby on Chancery Rise, where there is currently an 8am-6pm restriction. The proposal is shown in **Annex D**. Network Management confirmed that they would have no objection in principle to this change being made.
12. The Bridge Centre Management supports this proposal. The hairdressing business owner is also supportive, but would still like to use their forecourt area for parking, and has asked if the Council could provide a dropped kerb to help facilitate this.
13. If a new on-road parking area could be established in Chancery Rise, this would be available 24hours per day, and therefore negate the need to retain evening/night-time parking outside Nos150-154. This would allow the provision of a continuous cycle lane free of parked cars in this area, and would be a very positive addition to the overall scheme.

## Parking Issue – Options

14. There are several options available to the Executive Member regarding the parking bay outside Nos. 150-154:

Option (a) – alter the forecourt of the hairdressers' premises to provide a private parking area, including dropping the kerb and re-surfacing (as shown in Annex C). Estimated cost of £15K.

Option (b) – create an on-road parking area in Chancery Rise, (as shown in **Annex D**). In addition provide a dropped kerb to facilitate vehicle access to the forecourt area of 150 Holgate Road (part of the scheme shown in **Annex C**). Estimated cost £10K

Option (c) - create an on-road parking area in Chancery Rise (as shown in **Annex D**), plus the full forecourt parking scheme at 150 Holgate Road (as shown in **Annex C**). Estimated cost £25K

## Parking Bay Option Analysis

15. Option (a) would facilitate convenient parking on the hairdressers' forecourt for three vehicles. Because this area is off the public highway, it would be exclusively for clients using the salon and would not address the concerns the Bridge Club has about a reduction of nearby on-road parking.

Option (b) would create a parking bay on Chancery Rise that would be available to for anyone to use, and a dropped kerb at No. 150 Holgate Road. The addition of the dropped kerb at No. 150 is considered important because it would help the hairdresser to provide private customer parking and reduce the demands on the new parking space in Chancery Rise.

Option (c) would provide two areas of parking, but one of them would be on private land, and there would be no guarantee of it remaining as a parking area in the future. Hence it is not considered desirable to use substantial public funding for this purpose. However, if the proposed creation of on-road parking on Chancery Rise proves undeliverable, this option could then be given further consideration.

16. Based on the above analysis, it is thought that option (b) is the best way forward.

The next step in this would be the advertisement of the required TRO proposing the removal of a 20m length (approximately) of existing 8am to 6pm waiting restriction on Chancery Rise. If substantive objections were received, these would be reported back for consideration of the best way forward. This forms the basis of the recommendation presented in paragraph 2.

## **Council Plan**

17. The links to the priorities in the Council plan are

- **A Council That Listens To Residents** – the original cycle scheme was expanded to include the proposed alterations to the parking following a request from residents. Delivery of the scheme as proposed would demonstrate how the Council is working in partnership with local communities to address local concerns. The provision of better road safety conditions on Holgate Road, particularly for cyclists, would also show how the Council is listening and responding to the concerns of road users.

## **Implications**

18. The report has the following implications

- **Financial** – The allocation in the 16/17 Capital Programme for the Holgate Road cycle scheme is £17K. About £8K has already been spent getting the scheme to this point. It is estimated that the remainder is sufficient to cover implementation of the scheme, with the exception of measures to resolve the parking issue near Nos. 150-154. The available budget should cover the advertisement of the necessary TRO for the Chancery Rise proposals, but depending on the outcome of this process, additional funding may need to be sought via a future Capital Programme monitoring report.
- **Human Resources (HR)** - None
- **Equalities** - None
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country

Planning (General Permitted Development) Order 1995 to implement the measures proposed

- **Crime and Disorder** - None
- **Information Technology (IT)** - None
- **Property** - None
- **Other** - None

### **Risk Management**

19. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below,

- Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 2.
- Authority reputation – this risk is in connection with local media coverage and public perception of the Council not undertaking a project that has been consulted upon and is assessed at 6.

| Risk Category               | Impact        | Likelihood | Score |
|-----------------------------|---------------|------------|-------|
| Health and safety           | Insignificant | Unlikely   | 2     |
| Organisation/<br>Reputation | Moderate      | Minor      | 6     |

These produce a risk score of 6, which being in the 6-10 category means that the risks have been assessed as being "Low". This level of risk requires regular monitoring.

## Contact Details

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**Report  
Approved**



**Wards Affected:** Holgate

## Background Papers:

Report to the Executive Member Decision Session meeting on 14 April 2016.

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9035>

## Annexes

- Annex A – Approved Scheme Layout
- Annex B – Results of TRO Advertisement
- Annex C – 150 Holgate Road forecourt parking layout
- Annex D – Chancery Rise parking layout