

Notice of a public

Decision Session - Executive Member for Transport and Planning

To: Councillor Dew (Executive Member)

Date: Thursday, 14 March 2019

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 **4:00pm** on **Monday 18 March 2019**.

*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 12 March 2019**.

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 - 20)

To approve and sign the minutes of the meetings held on 17 January 2019 and 7 February 2019.

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 13 March 2019**. 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

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officers (contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. Directorate of Economy & Place 2019/20 (Pages 21 - 32) Transport Capital Programme

This report sets out the Economy & Place Transport Capital Programme as agreed by Council on 28 February 2019. It provides further detail on the split of funding for the Local Transport Plan.

5. Request to authorise taking a Definitive Map Modification Order Application out of turn (Pages 33 - 48)

This report seeks authorisation from the Executive Member to take a definitive map modification order (DMMO) application out of turn and start to process an application immediately, as a matter of priority, to record Yorkfield Lane, Copmanthorpe as a public right of way, for the reasons set out in the report.

6. Proposed Minster Precinct Neighbourhood Plan Area and Forum (Pages 49 - 66)

This report relates to the applications submitted by the proposed Minster Precinct Neighbourhood Forum for designation of a Neighbourhood Plan Area and Forum. The report recommends that City of York Council approve both applications and designate the Minster Precinct Neighbourhood Forum and Plan Area as per the applications received.

7. Vehicle Activated Speed Indicator Device Trial (Pages 67 - 84)

Following a number of requests for vehicle activated signs that indicate speeds to drivers the report sets out the national and local policy context. It offers a number of options and seeks decisions with regard to undertaking a trial of a vehicle activated sign speed indicator device on the authority's highway network. It sets out criteria for that trial and the potential next steps once the trial is complete.

8. Consideration of 5 Petitions received relating to the Wetherby Road, Hob Moor, Ridgeway, Grange Street and Askham Lane areas of the City (Pages 85 - 94)

This report asks the Executive Member to consider 5 petitions which have recently been received by the Council.

9. Consideration of Modification to Bishopthorpe Road Crossing Points (Pages 95 - 126)

This report considers pedestrian crossing points on Bishopthorpe Road. Further, the report identifies improvements which might be made to the existing pedestrian crossing point at the junction with Campleshon Road.

10. Urgent Business

Any other business which the Executive Member 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**

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	17 January 2019
Present	Councillor Dew
Apologies	Councillors Gillies, Mercer, Richardson and Steward.

61. 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.

62. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 25 October 2018 be approved and signed by the Executive Member as a correct record.

63. Public Participation

It was reported that there had been 8 registrations to speak at the meeting under the Council's Public Participation Scheme.

Councillor Mercer, Ward Member for Wheldrake, addressed the Executive Member under general matters within his remit. She presented evidence in support of residents' concerns regarding the volume of HGVs travelling through Elvington and requested that consideration be given to introducing an HGV weight limit in the village. She explained that, along with parish councillors and community involvement officers, they had delivered questionnaires to 400 properties and received responses from 354 of them and had held a consultation session which was attended by 140 residents, and had spoken to parents of school children, some of whom refused to walk their children to school through fear of lorries in the village. She advised that a traffic

survey had been undertaken which showed 265 large vehicles travelling through the village in a 12 hour period. Acknowledging the unprecedented support received from residents and the Parish Council, she asked the Executive Member to investigate options to introduce a weight limit to remove the threat from HGVs. She passed the evidence she had gathered to the Head of Transport for consideration and the Executive Member acknowledged the concerns raised.

Five registrations to speak had been received in relation to agenda item 4 (Public Right of Way – Public Footpath, Askham Bryan No 9 (Askham Bryan College) Proposed Concurrent Extinguishment and Creation Order).

Robin Carr or Robin Carr Associates spoke on behalf of Askham Bryan College in support of the application. He advised that the alternative route would be of a better standard, more accessible to less able walkers than the current route as there would be no stile, and would mean no more than 5 minutes additional walking time. He advised that the college had no record of the alleged incidents which had been raised and confirmed that the college would actively engage with relevant parties to resolve any issues going forward.

Audrey Hollas, a local resident, spoke in objection to the proposed order. She expressed concern that the alternative footpath was only 2m wide, noting this was the minimum recommended width, but this did not take account of growth of hedges which would impinge on safe access, and advised that the path would need to be widened. She questioned the officer's view that the existing footpath was not needed and felt that this was not substantiated and expressed dismay that the temporary TRO had been extended several times.

Shirley Smith, another local resident, also spoke in objection to the proposed new route adjacent to the college access road. She informed the Executive Member of two traffic incidents involving dangerous driving by students on the site or exiting the site. She stated that buses did not show due attention to car drivers and that primary school children had to be met by their parents for their own safety rather than being allowed to walk home from school on their own.

David Nunns, Footpath Secretary for the York Group of The Ramblers addressed the Executive Member. He questioned the

views of officers included in the analysis section of the report. He supported the points made by others speaking in objection. He expressed his support for option 2: not to make the proposed order but to retain the existing footpath, with the addition of fencing for public safety.

Councillor Steward, Ward Member for Rural West York, spoke in response to issues raised by concerned residents, he expressed the view that the existing footpath had been used by a significant number of people and that the proposed new route was not better for a number of reasons which he set out. He advised that the route should not be significantly changed.

Councillor Gillies, Ward Member for Rural West York, then addressed the Executive Member in relation to agenda item 5 (Low Poppleton Lane Experimental Traffic Regulation Order (TRO) – Consideration of Options). He expressed the view that the road should be open to buses only except between the hours of 7pm and 7am when he felt it should be open to all forms of transport. He stressed that he was not proposing to open up the road to additional traffic during school hours but that opening it up in the evenings would be beneficial to Poppleton residents.

Councillor Richardson spoke in relation to agenda item 6 (York Road/Eastfield Avenue, Haxby – Local Safety Scheme). He expressed dismay that the safety scheme already in place had been left to deteriorate and raised concerns that there were more accidents since the roundabout had been put in, stating that this posed a particular danger for cyclists due to the visibility to the south from Eastfield Avenue. He asked that officers look again at the junction to develop an effective long term solution.

64. Public Rights of Way - Public Footpath, Askham Bryan No 9 (Askham Bryan College) Proposed Concurrent Extinguishment and Creation Order

The Executive Member considered a report which asked him to support an application from Askham Bryan College for concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980, to extinguish the southern section of Public Footpath, Askham Bryan No 9 that currently runs through Askham Bryan College wildlife park and

create a new alternative footpath running along the college's private access road.

He acknowledged the written representations submitted on behalf of Askham Bryan Parish Council and the York Group of The Ramblers and from local residents and Julian Sturdy MP as well as comments made under public participation by agents on behalf of Askham Bryan College, the York Group of The Ramblers, local residents and a ward councillor.

He noted the concerns raised by residents in relation to the proposed extinguishment and creation orders and considered the 3 options listed in the report at paragraph 25. He expressed the view that agreeing to option 2 (to refuse the application and not authorise the making of any of the orders) would prolong a decision. He noted that, as objections had already been received, agreeing to option 1 would mean that the orders would be referred to the Planning Inspectorate for determination on behalf of the Secretary of State and this would mean the matter would be resolved more quickly by an independent inspector. Officers explained the process whereby the orders would be made and advertised and then a statement of case along with details of all the objections received would be sent for determination by the inspector.

Resolved: That option 1 be agreed, and the application be supported and the Assistant Director, Legal and Governance, be authorised to:

- (a) make and advertise concurrent extinguishment and creation orders under sections 118 and 26 respectively of the Highways Act 1980 as shown on Annex 2: Proposed Order Plan;
- (b) confirm the orders as unopposed orders if no objections are received or if objections are received and withdrawn, or, in the event that objections are received and not withdrawn, to refer the orders to the Planning Inspectorate for determination on behalf of the Secretary of State;
- (c) make Definitive Map Modification Orders to make the necessary changes to the Definitive Map and Statement for the area.

Reason: To legally put in place the requested changes.

65. Low Poppleton Lane Experimental Traffic Regulation Order (TRO) - consideration of options

The Executive Member considered a report which sought his approval to make permanent the experimental Traffic Regulation Order at Low Poppleton Lane and asked him to consider options, as detailed in the report at paragraph 23, to introduce an alternative permanent order.

The Executive Member acknowledged Councillor Gillies' comments under public participation and his request that the road be opened up to all traffic between the hours of 7pm and 7am. Officers advised him that it would also be necessary to exclude HGVs from using the road. They confirmed that if the road was opened up to 2 way traffic during the evenings, the road would need to be widened and it would no longer be possible to have a segregated cycle and foot path which would have to be changed to a narrower shared cycle/foot path.

The Executive Member stressed that, if an alternative permanent order was agreed, signage relating to the proposed new restriction must be clear and officers advised that while signage at the point of the restriction would not be a problem, it would be more difficult to give prior warning as it would no longer be possible to have a no through road sign as the restrictions would no longer be in force 24 hours a day.

The Executive Member agreed that the current traffic regulation order be made permanent and that officers be asked to develop a scheme to give access to all vehicles except HGVs between 7pm to 7am and this be reported back to a future decision session. He noted that this would then go through the permanent TRO process to consult on a new permanent Traffic Regulation Order.

Resolved: That the Executive Member notes the results of the experimental traffic regulation order at Low Poppleton Lane and:

- (i) approves the making permanent of the experimental traffic regulation order to retain

the current bus only restriction enforced by the ANPR camera.

Reason: To maintain the reduction in traffic on Low Poppleton Lane with a continuation of enforcement with the current ANPR system.

- (ii) requests that officers investigate options to develop a scheme to allow all traffic (with the exception of HGVs) to use Low Poppleton Lane between 19:00 and 07:00 hours 7 days a week, which would require the widening of the road, with a view to then implementing an alternative traffic restriction following the permanent TRO process.

Reason: To respond to views of Ward Members that all vehicles (with the exception of HGVs) should be allowed access through the restriction until such time as Low Poppleton Lane may be closed once alternative access through the British Sugar site development becomes available.

66. York Road / Eastfield Avenue, Haxby – Local Safety Scheme

The Executive Member considered a report which sought his approval to implement a local safety scheme at the mini-roundabout at the junction of York Road with Eastfield Avenue in Haxby. He considered 3 options:

- Option 1: Implement the scheme as proposed in Annex A.
- Option 2: Implement the scheme as proposed in Annex A, with any amendments which are considered appropriate by the Executive Member.
- Option 3: Do nothing, and reallocate the funding.

The Executive Member acknowledged Haxby and Wigginton Ward Member, Councillor Richardson's, comments made during public participation. In response to his suggestion that repositioning the roundabout would improve visibility for cyclists, officers advised that the scale of works involved in this would be

very different to what was proposed here and any investigations into this suggestion would need to be done as a separate piece of work.

The Executive Member acknowledged the written representation from Councillor Cuthbertson, Ward Member for Haxby and Wigginton, which set out his views on the proposed safety scheme and asked that consideration be given to moving a telegraph pole, in addition to signage, to improve visibility further. Officers advised that, if the scheme was agreed, they would remove the sign as planned and then reassess visibility at that stage taking into account Cllr Cuthbertson's comments.

Resolved:

- (i) That option 1 be approved, and the local safety scheme at the mini-roundabout at the junction of York Road with Eastfield Avenue in Haxby be implemented as shown in Annex A to the report.

Reason: To reduce road traffic collision casualties at this known accident cluster site.

- (ii) That officers be asked to review the impact of the measures taken, particularly the visibility to the south from Eastfield Avenue, and continue to monitor the safety of the junction. Officers would be asked to consider further improvements to visibility by relocation of the light column and/or telegraph pole should this be considered necessary or investigate more significant changes to the junction should the agreed proposals fail to reduce the road traffic collision casualties.

Reason: To assess the effectiveness of the local safety scheme and to respond to concerns raised by Ward Councillors to determine whether further improvements or more significant changes are required.

Cllr P Dew, Executive Member for Transport and Planning
[The meeting started at 2.00 pm and finished at 3.05 pm].

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Meeting	Decision Session - Executive Member for Transport and Planning (Note: Agenda item 4 (Minute No 70) (Introduction of Anti-Idling Measures (including Enforcement) was considered in consultation with the Executive Member for Environment)
Date	7 February 2019
Present	Councillor Dew and Councillor Waller (for agenda items 1-4 (Minutes 67-70 refers))

67. Declarations of Interest

The Executive Members were 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. They confirmed they had none.

The Corporate Director, Economy and Place, Neil Ferris, declared an interest in agenda item 8 as he lived within the YO10 postcode area and he advised that he would not participate in discussion on this item in relation to consideration of requests for residents parking schemes.

68. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 20 December 2018 be approved and signed by the Executive Member as a correct record.

69. Public Participation

It was reported that there had been 8 registrations to speak under the Council's Public Participation Scheme.

Caroline Lewis spoke in relation to item 4 (Introduction of Anti-Idling Measures) on behalf of Clean Air York. She expressed her support for the proposals and stressed the need to do more to educate the public about the polluting effects of idling of stationary vehicles, including undertaking work in schools. She asked that anti-idling signs be clear and easily visible so they are not missed.

John McGall also spoke in relation to item 4 (Introduction of Anti-Idling Measures) on behalf of "I am Reusable, a business which aims to promote the use of reusable products to reduce waste. He advised the Executive Members that they now offered car stickers for sale. These had the caption 'Idle Free' and showed a symbol of a car with the words 'Turn Engine Off' underneath, as a reminder to people to turn their engines off when stationary. These were now available to purchase in city shops at a small cost. He asked the Executive Members to support the scheme.

Councillor Craghill, Ward Member for Guildhall, had registered to speak in relation to two items. In relation to item 4 (Introduction of Anti Idling Measures) she welcomed the plan to enforce anti idling for all vehicles in York and offered her support for the combination of awareness raising and enforcement, but questioned whether the approach was adequately resourced. She asked that St Saviourgate taxi rank, Duncombe Place taxi rank, Portland Street and Claremont Terrace off Gillygate and the area around Park Grove School be added to the list of identified idling hotspots for investigation. With regard to item 7 (Petition – St John Street), she expressed her broad support for option 3, as recommended, but asked for assurances from officers that the road narrowing work was on track to be completed within the next month or so. She also welcomed the commitment to consider a 'no entry except for cyclists' restriction at the St John Street /Newbiggen Street junction in future if necessary and felt this could be a positive solution if further action was needed to prevent large vehicles cutting through the street.

Councillor D'Agorne, Ward Member for Fishergate, had registered to speak in relation to 3 items. With regard to item 4 (Introduction of Anti Idling Measures) he stressed the need to focus on raising awareness of the effects of idling and that the work should be extended to include schools and other areas in addition to those identified in the report, while promoting the

view of sustainable travel. With regard to item 5 (consideration of results from additional consultation at Fulford Cross), he supported the proposals as set out in the report and asked that the Fulford Cross Residents Parking Scheme be moved forward at the same time as the Danesmead Estate Scheme. In relation to item 8 (consideration of requests for residents parking schemes) he expressed his support for the addition of part of Alma Terrace and Alma Grove to the Residents Parking Scheme Waiting List.

Councillor Warters addressed the Executive Member in relation to agenda item 6 (Osboldwick 20mph speed limit). He conveyed his support for option 3 to extend the 20mph zone in Osboldwick to include the bus route, which he felt would maximise the amount of street clutter which could be removed. He asked officers to look at Bad Bargain Lane and asked that all the signs come down off the side streets like Meadlands. He thanked officers for the production of an appraisal document of all the street clutter in Osboldwick. He noted the costs involved in the removal of poles and signs in Osboldwick and offered his own time to help with the removal to reduce costs.

Lucie Wake, a local resident, spoke in relation to the request for residents parking on Slingsby Grove, off Tadcaster Road (agenda item 8 – residents parking requests). She expressed concern that the map attached as annex H to the report showed the inclusion of the shops on Tadcaster Road in the area proposed for residents parking but advised that their main problem stemmed from parking associated with these businesses, and flats above them, at the Tadcaster Road end of the street stating that if these were included in the scheme, the problem would not go away.

Robert Purnell and Richard Bowen, both residents of Farrar Street, addressed the Executive Member in relation to the request for residents parking on Farrar Street (agenda item 8 – residents parking requests).

Mr Purnell read out statements from two of his neighbours, one who stated that the street was used for parking by shoppers and city centre workers and residents cars had been damaged, and another, an elderly resident, who expressed concerns that her family and carers would not be able to park near her home if the situation did not improve. Mr Purnell also expressed his own concerns about not being able to park on the street.

Mr Bowen read a letter from another neighbour stating that the traffic had got worse and the street was used for parking by non residents going into town as this was one of very few areas only 10 minutes from the city walls where parking remained unrestricted. Residents cars had be subjected to damage from other vehicles. He stated that changes in demographics and increased demand for on street parking had put increased pressure on Farrar Street. He advised that there was new student accommodation nearby, new flats being developed, increased contractor parking and a requirement for parking for shops nearby. He felt that residents only parking would reduce vehicle movements and improve safety and air quality in the street.

70. Introduction of Anti-Idling Measures (Including Enforcement)

The Executive Member for Transport and Planning considered a report on the Introduction of Anti Idling measures (including enforcement) in consultation with the Executive Member for Environment.

The Executive Members were asked to consider whether to approve the proposed approach and timetable for the introduction of anti idling awareness raising and enforcement measures as set out in the report or whether to request further information/consultation on the proposed approach prior to authorising delegate enforcement powers. They took into account the comments made by four speakers under public participation in relation to this report.

Officers acknowledged that there could be some misinformation/confusion over what idling actually was and explained this for the benefit of those present. In response to examples of idling mentioned by members, officers advised that the issue of idling had been raised at quality bus partnership meetings and that they would ensure that the council's refuse collection crews were properly informed in relation to idling. They stressed that the intention was to educate all areas of the public to make idling socially unacceptable. They confirmed that an offence only occurred when if someone refused to switch off their engine when asked to do so and that they did not expect a lot of offences to take place.

The Executive Members were advised that the sites listed in the report had been identified during a previous feasibility study and noted the other areas suggested by Councillor Craghill. They acknowledged that the limited resources needed to be targeted where they would be most effective. Officers agreed to update both Executive Members on how the awareness raising and enforcement measures were working after a few months of operation.

- Resolved: That agreement be given by the Executive Member for Transport and Planning and Executive Member for Environment, to:
- (i) approve the proposed approach and timetable for introduction of anti-idling awareness raising and enforcement measures as set out in this report;
 - (ii) authorise the exercise of the powers in Regulations 6(3) and 12 of the Road Traffic (Vehicle Emissions) (Fixed Penalty) England Regulations 2002 to enforce against stationary idling vehicles on the public highway within the boundary of City of York Council;
 - (iii) delegate authority to the Corporate Director of Economy and Place to authorise Officers of the Council as appropriate to make use of these powers and to issue fixed penalty notices and take legal proceedings for stationary vehicle idling offences;
 - (iv) approve the setting of the allowed period for paying a fixed penalty notice (FPN) (issued for a stationary idling offence) to 28 days beginning with the date of issue of the notice. If the charge is not paid within 28 days it will increase to £40.
- Reason: To improve air quality and public health and to reduce greenhouse gas emissions and vehicle noise by reducing stationary vehicle idling.

71. Consideration of results from an additional consultation in Fulford Cross

Further to consideration of the results of an initial consultation in relation to a request for residents parking in the Danesmead Estate, Fulford Cross, Broadway West and Westfield Drive at a decision session on 25 October 2018, the Executive Member was asked to consider the results from an additional consultation in Fulford Cross.

Officers advised that Danesgate School, which was currently in the process of working with the education department towards academisation, had informed the authority within the last 48 hours that they did not wish to proceed in respect of the spaces associated with the land currently designated as education land. Officers stated that they had been accordingly advised by the education department that that land had not therefore come forward at this time.

They advised the Executive Member that one option was to proceed and advertise as proposed without those spaces in the Traffic Regulation Order (TRO). However their recommended course of action would be to proceed and give delegation to officers to implement the TRO as proposed to be advertised but that the advertising be conditional on the Council's Executive agreeing for the education land to be designated as highway land. By doing this they could deal with that matter in the academisation of Danesgate and permanently secure the maintenance of the land associated with this Traffic Regulation Order.

They stated that, although it may cause a slight delay in terms of implementing the TRO, it would provide a permanent solution which could be maintained on an ongoing basis as part of the highway infrastructure rather than the current arrangements which had the land split between the council's education, housing and highways departments. Officers confirmed that if the Executive Member gave delegation to proceed with the TRO, as soon as land issue was sorted, it could proceed without the need to come back to a decision session.

Officers noted Councillor D'Agorne's request that the Fulford Cross scheme be taken forwarded at the same time as the

Danesgate Estate scheme and advised that this would have some impact on this but that they would aim to expedite land arrangements as the school was aiming to academise in September.

Resolved: That delegation be given to the Corporate Director of Economy and Place to approve the advertisement of an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area for Fulford Cross as outlined in Option 2 as detailed below, on the condition that the Executive agree that the area of Education land at the front of the school, that has highway rights over it, be transferred to the Highway Authority.

1. Advertise an amendment to the Traffic Regulation Order to introduce a Residents' Priority Parking Area (R63) to operate Monday to Friday, 9am to 5pm in Fulford Cross. To include the Education Land adjacent to Danesgate School.
2. Revocation of 1.6m of no waiting at any time of No Waiting at any Time (double yellow lines) adjacent to 2 Fulford Cross and to enable (3) below.
3. Advertise a 6.6m Disabled Parking Bay on Fulford Cross adjacent to No 3 Fulford Cross
4. Advertise No Waiting at any Time Restrictions (double yellow lines) as detailed in the plan attached in annex B to the report.

Reason: To progress an amended scheme which meets residents requests for permit parking amenity on Education land and which reflects the views of several of the residents who responded to the consultation and the Ward Councillors.

72. Osbaldwick Area 20mph Speed Limit

The Executive Member considered a report which set out options to expand the existing 20mph speed limit in the Osbaldwick area to include several through routes that were

originally omitted from the 20mph scheme with the aim of reducing the overall number of signs in the area.

He considered four options, the costs of which were included in the report at paragraph 11, as follows:

Option 1 – To take no further action.

Option 2 – Advertise a 20mph speed limit Traffic Regulation Order to Tranby Avenue, Osbaldwick Village area, the new estate to the north of the village, Murton Lane and a short section of Osbaldwick Lane (as shown in annex C)

Option 3 – Advertise a 20mph speed limit Traffic Regulation Order to cover the Osbaldwick area (as shown in annex D)

Option 4 – Remove the 20mph Speed Limit from the Osbaldwick area.

He acknowledged the comments made by Councillor Warters and his offer of assistance. He noted the political commitment made by the current joint administration in 2015 not to impose any additional street clutter nor to impose any further 20mph speed limits. He advised those present that he could not agree to spending any more public money on this at the current time and made the decision to take no further action at present.

Resolved: That Option 1 be agreed – to take no further action at the present time.

Reason: In order to avoid incurring expenditure associated with the costs involved in advertising the change to the Traffic Regulation Order and signing changes as detailed in the report.

73. Petition - St. John Street

The Executive Member considered a report which provided information on a petition which had been submitted by residents of St John Street requesting that the council make their street one way and supporting bollards to made the road narrowing, narrower.

The Executive Member considered 3 options:

- Option 1 – to note the petition but take no action
- Option 2 – to carry out feasibility work on the potential for a one way street.
- Option 3 – to monitor the outcome of the works on the road narrowing and if it appeared that large vehicles were continuing to use the street as a through route, consider the feasibility of implementing No Entry except for cyclists at the St John Street/High Newbiggen Street junction and bring back to a future decision session for consideration.

He acknowledged the comments made by Councillor Craghill under public participation. Officers advised that they would talk to colleagues and get some clarity on when the narrowing works would be undertaken and update Councillor Craghill with this information.

Resolved: That Option 3 be approved – to monitor the outcome of the works at the road narrowing and, if it appeared that large vehicles were continuing to use the street as a through route, consider the feasibility of implementing ‘No entry except for cyclists’ at the St. John Street / High Newbiggin St. junction and bring this back to a subsequent Decision Session meeting if necessary.

Reason: To evaluate the works proposed to take place and the practicality of any further works.

74. Farrar Street, Windmill Gates Alma Terr/Grove and Slingsby Grove Residents Parking Petitions

The Executive Member considered a report which asked him to acknowledge receipt of four petitions relating to Farrar Street (off Lawrence Street), Windmill Gates (off Windmill Lane), Alma Terrace (part)/Alma Grove (off Fulford Road) and Slingsby Grove (off Tadcaster Road) and determine what action was appropriate for each.

For each of the four areas, the Executive Member considered whether to:

- note the petition but take no further action.
- approve the initial consultation
- add the street to the residents parking waiting list and carry out 2 stage consultation process with residents when it reaches the top of the waiting list, the results of which are reported back to the Executive Member for a decision on how to proceed.

He took into account two written representations received from Cllr Fenton and two residents of Slingsby Grove as well as the comments made under public participation by a local resident in relation to Slingsby Grove and by Councillor D'Agorne, Ward Member for Fishergate with regard to Alma Terrace and Alma Grove.

In response to a query which had been raised in relation to the Slingsby Road area, officers advised that the street plans, included as annexes to the report, were intended to show the general area of the petitions submitted and did not show designated streets however it was normal to include those businesses in the proposal which were accessed from the street in question. They confirmed that they had not investigated the area yet but would look at zone boundaries as part of the process to determine which properties should be included in the consultation.

Resolved:

- (i) That 3 petitions received from Farrar Street, Windmill Gates and Alma Terrace (part)/Alma Grove residents requesting that their streets become residents parking zones be noted and that:
 - (a) Farrar Street be added to the residents parking waiting list and the possibility of widening the existing R46 to incorporate Farrar Street be investigated when the area reaches the top of the waiting list.
 - (b) Windmill Gates be added to the residents parking waiting list.
 - (c) part of Alma Terrace (as detailed in the report) and Alma Grove be added to the residents parking waiting list, and the extent of the potential

consultation area be considered when it reaches the top of the list.

- (ii) That the evidence received from Slingsby Grove residents requesting that their street becomes a residents parking zone be noted and that Slingsby Grove be added to the residents parking waiting list.

Reason: This will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

75. PROW: Definitive Map Modification Order application to record a public footpath in woodland adjacent to Windmill Lane, Heslington

The Executive Member considered a report which asked him to authorise the making of a Definitive Map Modification Order (DMMO) to record the route through Mill Plantation, adjacent to Mill Lane, as a public footpath, based on evidence available to the council which meets the statutory test of reasonably alleging that a public right of way subsists over the land.

Officers provided an update, advising the Executive Member that since the report had been written, 17 more evidence of use forms recording use of the application route had been received, most of which related to the relevant period set out in the report. While this did not change the officer recommendation, they advised that in total, 32 user evidence forms now supported the application alleging use between 1947 and 2019. Of the 32 forms, 23 fell within the relevant period of 1969 to 1989 and of those 23 forms alleging use within the relevant period, 11 evidenced use for 20 or more years. The majority of users (27 out of 32) said they had used the path on foot on a daily or weekly basis; and two users also said they had used the path on a bicycle but only for a period of six years each which was not sufficient to bring a right of way on a bike into being.

The Executive Member took into consideration a written representation received from the Land and Buildings Manager of University of York which officers felt presented the use of the land as not as contentious as user evidence had lead them to understand. With regard to the University's reference in their written representation to cables under the path, he noted that

there was no intention to resurface the path so this was not an issue.

Resolved: That approval be given to authorise the making of a Definitive Map Modification Order (DMMO) to record the route through Mill Plantation adjacent to Windmill Lane, Heslington as a public footpath as shown on the map at Annex 2 to the report.

Reason: The available evidence meets the statutory test of reasonably alleging that a public right of way subsists over the land.

Cllr P Dew, Executive Member for Transport and Planning
[The meeting started at 2.00 pm and finished at 3.00 pm].



**Decision Session - Executive Member for
Transport and Planning**

14 March 2019

Report of the Corporate Director of Economy & Place

**Directorate of Economy & Place 2019/20 Transport Capital
Programme**

Summary

1. This report sets out the Economy & Place Transport Capital Programme as agreed by Council on 28 February 2019.
2. It provides further detail on the split of funding for the Local Transport Plan.

Recommendations

3. The Executive Member is asked to approve the proposed programme for 2019/20.

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 Full Council on 28 February 2019, the Transport Capital Budget for 2019/20 has been confirmed as £56,856k. Details of the budget are shown in Annex 1 to this report.
5. The approved budget includes funding from the Local Transport Plan (LTP) grant, the Clean Bus Technology grant, the Better Bus Fund, grant funding from the government's Office of Low Emission Vehicles (OLEV), and council resources including the Built Environment Fund.

6. The budget also includes significant funding from various external sources following successful bids by the council, including Department for Transport, West Yorkshire City Connect Grant, the York & North Yorkshire Local Enterprise Partnership (LEP), the National Productivity Investment Fund, and the West Yorkshire Transport Fund.
7. The allocations within the Major Schemes block will deliver a significant programme of improvements to the city's infrastructure. Funding for these schemes has been secured from several external funding sources, with contributions from the council's capital budgets as agreed at Full Council in February 2019.
8. The City Centre Access & Security scheme will provide permanent measures to improve security in the City Centre Priority 1 area (Parliament Street and Coney Street), following the installation of temporary measures (removable bollards and other vehicle restrictions) in autumn 2018. It is expected that the first phase will be installed in summer 2019, with the remainder of the work planned for January-March 2020.
9. The council agreed to implement a Clean Air Zone in York following the report to 17 January 2019 Executive, and have allocated £1.64m of council funding to establish a grant fund for bus operators. This grant fund will allow operators retro-fit equipment to bus exhausts to meet Euro VI standards for air quality.
10. The funding for Scarborough Bridge Footbridge scheme is allocated for improvements to pedestrian and cycle facilities on the approaches to the new footbridge, as agreed in the 2018/19 Monitor 2 report to the December 2018 Decision Session. Work has been carried out in 2018/19 to develop schemes for implementation in 2019/20, including improvements for cyclists crossing Bootham and continuing along St Mary's/ Marygate Lane to access the riverside paths.
11. The Smarter Travel Evolution Programme (STEP) is funded by the National Productivity Investment Fund, and aims to implement real-time monitoring and associated infrastructure to allow York to prepare for future transport measures such as connected and autonomous vehicles.

12. The programme of upgrades to Outer Ring Road roundabouts will continue in 2019/20, with work expected to start on site at the Monks Cross Roundabout in April 2019. Feasibility work has been carried out in 2018/19 on the proposed upgrades at the Clifton Moor and Wigginton Road Roundabouts, and is being progressed through public consultation which will be followed by detailed design in early 2019, with work expected to start on site in autumn/winter 2019.
13. Funding has been allocated from the council's capital budget to allow further development of the proposed scheme to dual the section of the Outer Ring Road between the A19 to the Little Hopgrove roundabout, as set out in the report to the 20 December 2018 Executive. The council has submitted a bid to the Department for Transport for funding to implement the proposed scheme, and a decision is expected in March 2019. The funding will need to be spread over several years if secured.
14. The Station Frontage improvement scheme is funded by the West Yorkshire Transport Fund, and will allow the development and implementation of the Station Frontage improvement scheme as agreed in the report to the 29 November 2018 Executive meeting. The planning application for the proposed scheme will be submitted in March 2019, and a decision is expected in summer 2019.
15. Funding has also been allocated from the Local Transport Plan for the council's contribution to the infrastructure improvements at Park & Ride sites required as part of the Low Emission Bus Strategy. The council received £3.3m grant funding to provide 24 fully-electric buses for the Park & Ride service (and associated infrastructure improvements) in 2018/19.

Local Transport Plan Allocations

16. The proposed allocations for the Local Transport Plan grant are shown in Annex 2, and aim to deliver the strategic aims of the council's third Local Transport Plan (LTP3) and the Council Priorities.
17. Funding has been allocated in the Public Transport block for the ongoing programme of improvement works to the Park & Ride sites, including the installation of a new token barrier system at

Askham Bar P&R, and for improvements to bus stops and shelters across the city.

18. The allocation for Traffic Management schemes will allow the development, consultation and potential implementation (subject to the results of consultation and Traffic Regulation Order process) of the Fossgate Pedestrianisation scheme (as agreed at the November 2018 Decision Session meeting); improvements to signs and lining across the city; a review of electric vehicle charging points in car parks; and the installation of a new car park counting system at three car parks (as part of the Variable Message Signs upgrade programme).
19. Funding has also been allocated to carry out reviews of key corridor routes into the city centre (Wigginton Road and Fulford Road), to identify measures to address the impact of new developments on all modes of transport along these routes. This will allow schemes to be developed for implementation in future years.
20. The allocation for Pedestrian & Cycle Schemes will allow the development and implementation of priority cycle schemes; the continued review and implementation of requests for new pedestrian crossings; and smaller-scale schemes to improve pedestrians and cycling facilities across the city.
21. The allocation for Safety Schemes will fund measures to improve walking and cycling facilities and address safety issues on routes to schools; measures to improve safety at accident cluster sites; measures to address safety issues raised by the public through the Danger Reduction programme; and schemes to address issues with vehicle speeds raised through the Speed Review Process.
22. The allocation for Scheme Development will be used to develop new schemes for implementation in future years; fund retention payments, final completion works, and items identified during safety audits of schemes completed in previous years; and to fund the staff resources incurred in the development and implementation of Local Transport Plan-funded schemes.
23. The Local Transport Plan grant allocation is supported by funding from other sources, including Better Bus grant (bus priority measures at the Haxby Road/ Wigginton Road junction); Clean

Bus Technology grant (School Transport Exhaust Refits) developer funding (improvements to bus stops on Peasholme Green); and council capital resources (Car Park Improvements; CCTV Upgrades; City Centre Wayfinding Scheme).

24. The council has also received grant funding from the government's Office of Low Emission Vehicles for the installation of Rapid Charger Hubs around York. Following development work for a prototype hub at Monks Cross Park & Ride in 2018/19, funding has been included in the 2019/20 programme for the installation of hubs at Park & Ride sites in York.
25. Funding from the council's capital resources has been allocated for Special Bridge Maintenance to deliver structural improvements to bridges identified through inspections; and funding has also been allocated for improvements to footways as part of the CityFibre installation programme.
26. It is proposed to allocate funding in the Highways Capital Programme to continue the Traffic Signals Asset Renewal (TSAR) programme of replacement of traffic signals across the city. It is anticipated that this funding will allow the following traffic signals to be upgraded over the next eighteen months.
 - Bishopgate Street Pedestrian Crossing.
 - Blossom Street Pedestrian Crossing (at cinema).
 - Bootham / Queen Anne's Road Pedestrian Crossing.
 - Bishopthorpe Road/ Scarcroft Road junction.
 - The Mount/ Dalton Terrace & The Mount/ Scarcroft Road junctions.
 - Monkgate Bar junction.
 - Bootham/ Gillygate junction.
27. The 2019/20 Highways Capital Programme also includes funding for carriageway, footway, and drainage maintenance programmes, which will be progressed throughout the year.

Consultation

28. 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.

29. Funding for the capital programme was agreed by the council on 28 February 2019. 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

30. 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

31. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the Clean Air Zone proposals; progress the Smarter Travel Evolution Programme; implement the Outer Ring Road roundabout upgrades; progress the Station Frontage Improvements; and progress the Outer Ring Road dualling scheme.

Council Plan

32. The Council Plan has three key priorities:
- A Prosperous City For All.
 - A Focus On Frontline Services.
 - A Council That Listens To Residents
33. 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.
34. 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.

35. 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

36. The following implications have been considered.
- **Financial:** Following approval at Budget Council on 28 February 2019; the total Economy & Place Transport Capital Programme budget is **£56,856k**. The programme will be amended to include any carryover funding from 2018/19 at the Consolidated Report in summer 2019. Overprogramming within the Local Transport Plan funded schemes will be used to limit the impact of scheme delay beyond officer control.
 - **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
 - **Equalities:** There are no Equalities implications.
 - **Legal:** There are no Legal implications.
 - **Crime and Disorder:** There are no Crime & Disorder implications.
 - **Information Technology (IT):** There are no IT implications.
 - **Property:** There are no Property implications.
 - **Other:** There are no other implications.

Risk Management

37. The capital programme has been prepared to assist in the objectives of the Local Transport Plan. 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 2019/20.

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 05.03.19

Wards Affected:

All

For further information please contact the author of the report

Background Papers

[E&P 2018/19 Transport Capital Programme Monitor 2 Report – 20
December 2018](#)

Annexes

Annex 1: 2019/20 Transport Capital Programme Budget

Annex 2: 2019/20 Local Transport Plan Allocations

Abbreviations

CRAM - Capital Resources Allocation Model

LTP - Local Transport Plan

LEP - York & North Yorkshire Local Enterprise Partnership

OLEV - Office of Low Emission Vehicles

P&R – Park & Ride

STEP- Smarter Travel Evolution Programme

TSAR - Traffic Signals Asset Renewal

Annex 1 - Council Approved 2019/20 Transport Capital Budget

Funding	£1,000s
Local Transport Plan	1,570
DfT Grant (OLEV - Go Ultra Low York)	600
Section 106	34
Clean Bus Technology Grant	217
Better Bus Area	200
Wayfinding (CYC Resources/ York BID)	700
CCTV Asset Renewal	110
Car Park Improvements	180
City Fibre Network	100
Special Bridge Maintenance (Structural Maintenance)	765
Built Environment Fund (City Centre Access)	1,062
Clean Air Zone	1,640
Scarborough Bridge	555
Smarter Travel Evolution Programme	2,375
WYTF - York Outer Ring Road	15,748
WYTF - Station Frontage	3,000
Outer Ring Road Dualling (CYC Resources/ DfT Grant - TBC)	28,000
Total	56,856

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Annex 2 - 2019/20 Local Transport Plan Allocations

Schemes	£1,000s
Public Transport Schemes	380
Traffic Management Schemes	310
Pedestrian & Cycling Schemes	440
Safety Schemes	
School Safety Schemes	85
Local Safety Schemes/ Danger Reduction	100
Speed Management	85
Scheme Development	300
Major Schemes Match Funding (LEBS)	200
Total Local Transport Plan Programme	1,900
Total Overprogramming	330
Total Local Transport Plan Budget	1,570

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**Decision Session – Executive Member for
Transport and Planning****14 March 2019**

Report of the Corporate Director of Economy and Place

**Request to authorise taking a Definitive Map Modification Order
Application out of turn****Summary**

1. We are seeking authorisation from the Executive Member to take a definitive map modification order (DMMO) application out of turn and start to process the application immediately as matter of priority. The intent of the application is to record Yorkfield Lane, Copmanthorpe as a public right of way (PRoW) on the basis of historical documentary evidence and user evidence. The request is being made to end uncertainty over the status of Yorkfield Lane prior to Network Rail carrying out proposed improvement works to the crossing of the east coast main line and the possibility of housing development adjacent to the lane.

Recommendation

2. The Executive Member is asked to authorise the Yorkfield Lane DMMO be taken out of turn and the investigation be started immediately as a matter of priority.

Reason: Determining the status of Yorkfield Lane will give certainty to planners, developers and Network Rail allowing future development to be better integrated into the existing sustainable transport network of the area. This in turn will allow improved sustainable transport links within Copmanthorpe village, particularly to the school.

Background

3. The route in question was identified as a possible PRoW in 2000-2001 during the council's research into "lost ways" around the city. However,

because the route was not within the area of the former County Borough of York no further action was taken at that time.

4. In August 2005 Copmanthorpe Parish Council made an application for an order under section 53 of the Wildlife and Countryside Act 1981. This application sought to record Yorkfield Lane as a PRow.
5. The application was supported by the local inclosure award where the route was awarded as an occupation road. It gave access to land lying to the east of the village.
6. The application was also supported by fourteen user evidence forms.
7. Initial research shows Yorkfield Lane depicted on all the historic Ordnance Survey (OS) maps the council has access to. Although by the time the OS surveyors arrived in 1851 the lane had already been crossed by the York and North Midland Railway. This line later becoming the east coast main line.
8. At the moment there are fourteen applications that, according to the council's statement of priorities, should be dealt with first. However it has been many years since any member of the public asked about the progress of any of these applications.

Options

9. Option A. Authorise the Yorkfield Lane DMMO be taken out of turn and started immediately.

Reason: Determining the status of Yorkfield Lane will give certainty to planners, developers and Network Rail allowing future development to be better integrated into the existing sustainable transport network of the area. This in turn will allow improved sustainable transport links within Copmanthorpe village, particularly to the school.

10. Option B. Do not take the application out of turn.

Reason: This is not recommended, because the opportunity to improve the sustainable transport links within Copmanthorpe will be lost.

Analysis

11. The fair, equitable, and transparent processing of DMMO applications is important for the council and the public we serve. That notwithstanding, occasionally a collection of circumstances can come together to make the processing of a particular application have an impact far beyond the narrow confines of rights of way law.
12. Such a combination of circumstances has now surrounded the Yorkfield Lane DMMO application.
13. The first is Network Rail's approach to the council regarding the closure of the Bishopthorpe level crossing. The level crossing is shown on the map at Annex 1 a short distance to the south of Yorkfield Lane.
14. Network Rail are seeking the authority's help in closing this crossing because they see it as one of the most high risk crossings on the railway network. They are proposing to replace it with a bridge. Owing to the existing housing developments near Bishopthorpe Crossing it is not possible to locate bridge there.
15. Instead, Network Rail are proposing to put the bridge in the vicinity of Yorkfield Lane and divert the existing public footpath (Copmanthorpe 2) to and over the new bridge.
16. The second is that the council has received an application for outline planning consent for the area of land to the north west of Yorkfield Lane (the shaded area on the map at Annex 1).
17. Access to the proposed development is shown as being off Top Lane. This means that to access the services in the centre of the village, like the primary school, residents will have to negotiate the busy Top Lane.
18. If the status of Yorkfield Lane is resolved and found to be a PRow it will allow the developer to incorporate traffic free access routes into the development promoting sustainable transport and reducing the need for people to use their cars.

Council Plan

19. As set out in the Council Plan 2015-19 "Our purpose is to be a more responsive and flexible council that puts residents first and meets its statutory obligations" by taking this DMMO out of turn the council is

fulfilling one of its statutory obligations and demonstrating that it is putting residents first.

20. **Implications**

Financial

If the DMMO is opposed it will need to be submitted to the secretary of state for determination.

Determination by the secretary of state may lead to a local public inquiry. The cost of a public inquiry being approximately £5000.

If the Order is confirmed by the secretary of state the authority will have to accept that the route is maintainable at the public expense. This will not, as such, be a new obligation, more the recognition of an existing, but previously unrecorded liability.

Human Resources (HR)

There are no human resource implications

Equalities

There are no equalities implications

Legal

City of York Council is the Surveying Authority for the purposes of the WCA 1981, and has a duty to ensure that the Definitive Map and Statement for its area are kept up to date.

If, and when, the Authority discovers evidence to suggest that the definitive map and statement needs updating, it is under a statutory duty to make the necessary changes using legal orders known as DMMOs.

Before the authority can make a DMMO to add a route to the definitive map it must be satisfied that the public rights over the route in question are reasonably alleged to subsist. Where this test has been met, but there is a conflict in the evidence, the authority are obliged to make an order in order to allow the evidence to be properly tested through the statutory order process.

DMMOs, such as the one being considered within this report, do not create any new public rights they simply seek to record those already in existence.

Issues such as safety, security, desirability etc, whilst being genuine concerns cannot be taken into consideration. The DMMO process requires an authority to look at all the available evidence, both documentary and user, before making a decision.

Crime and Disorder

There are no crime and disorder implications

Information Technology (IT)

There are no IT implications

Property

There are no property implications

Other – Maintenance Implications

The evidence indicates that the public rights over Yorkfield Lane were established prior to the commencement of the Highways Act of 1835, therefore as an ancient highway it is maintainable at public expense and should be recorded as such on the List of Streets Maintainable at Public Expense. There will therefore be an ongoing future maintenance liability to Highway Maintenance Services. The intention would be to maintain it fit to the standard required for the status that is recorded on the definitive map.

Risk Management

21. In compliance with the authority's Risk Management Strategy, option A and option B are subject to the same internal budgetary pressures (financial) because the processing of DMMO applications is a statutory duty of the council.

Councillor Responses

22. Councillor D'Agorne made the following comment, "Agree makes sense to give this priority for adding to definitive map."
23. Councillor Carr made the following comments:
 - “1. Please take the Yorkfield Lane DMMO out of turn and process immediately.
 2. Please advise Network Rail that to maximise the benefits to the community of Copmanthorpe, and for reasons of

residential amenity, access for the disabled, and land availability, the proposed new railway crossing at Copmanthorpe should comprise an underpass in the vicinity of the Recreation Centre at the centre of the village rather than a bridge some distance away at Beckett's Crossing. A crossing at this more central location would provide a direct link to the proposed additional recreation facilities which the neighbourhood plan envisages on the opposite side of the railway, and would also provide a more convenient pedestrian route to the centre of the village from the outlying Temple Lane/Drome Road area of the village.

3. I would be grateful for the opportunity to attend the 14 March Decision Session to make representations personally and to provide further information in support of comment (2) above."

Contact Details

Author:

Russell Varley
Definitive Map Officer
Rights of Way
Tel No. 01904 553691

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport Highways and
Environment

Report **Date** 05.03.19
Approved

Specialist Implications Officer(s)

Financial:
Jayne Close
Accountant
01904 554175

Legal:
Sandra Branigan
Senior Solicitor
01904 551040

Wards Affected: Copmanthorpe.

For further information please contact the author of the report

Background Papers:

Highways Act 1980
Wildlife and Countryside Act 1981

Annexes

Annex 1: Location map

Annex 2: Route map

Annex 3: Outline planning application site and possible location of network
Rail Bridge

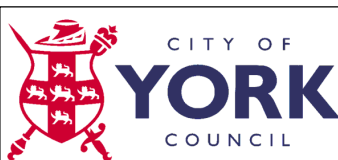
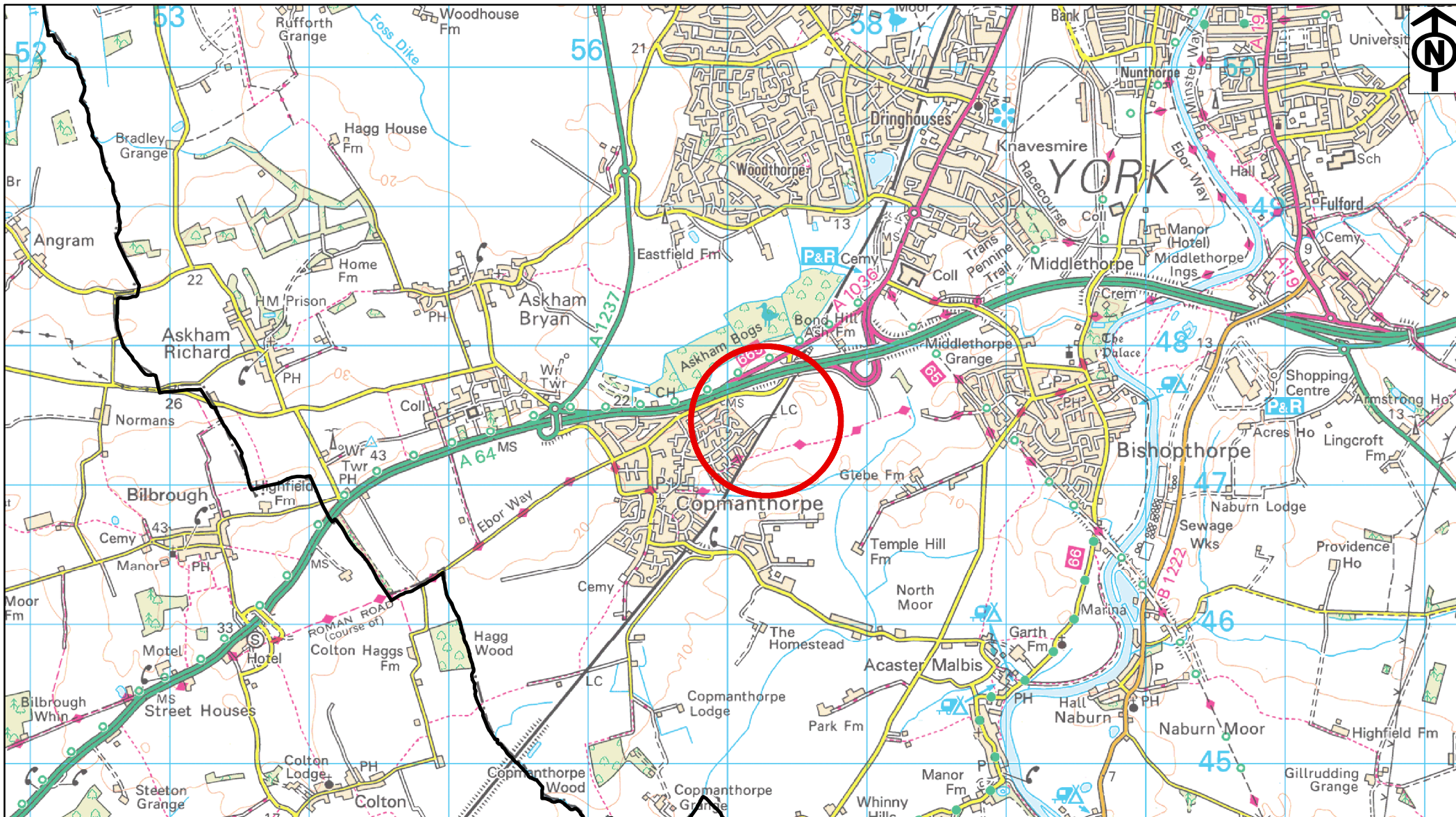
List of Abbreviations Used in this Report

DMMO – Definitive map modification order


OS - Ordnance Survey

PRoW – Public right of way

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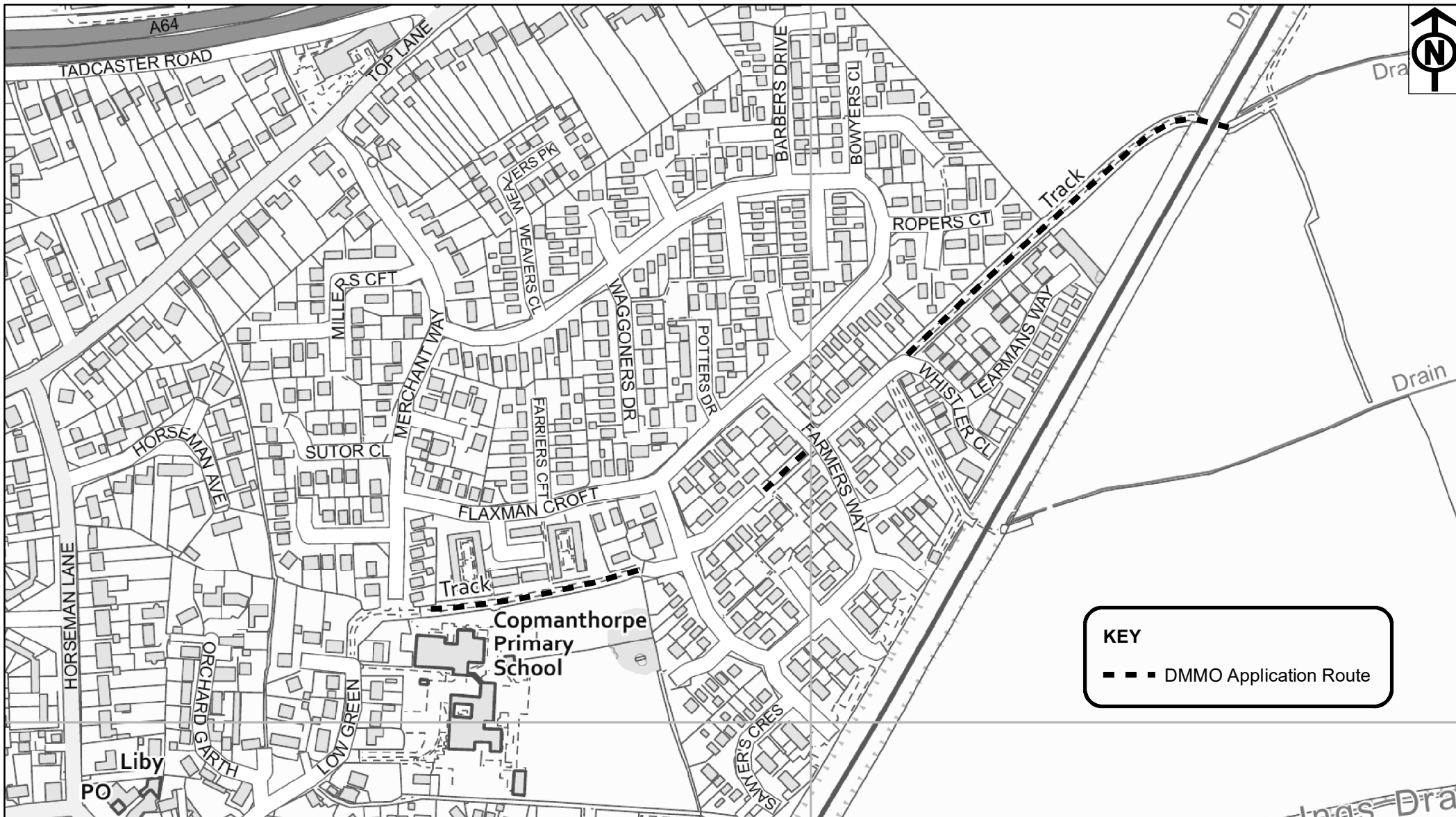
West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Location of application route - 

Scale Not to Scale	Drawn By:RJV	Date:20/12/18
Public Rights of Way	Reference:	Drawing No.

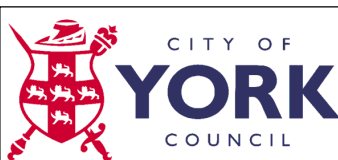
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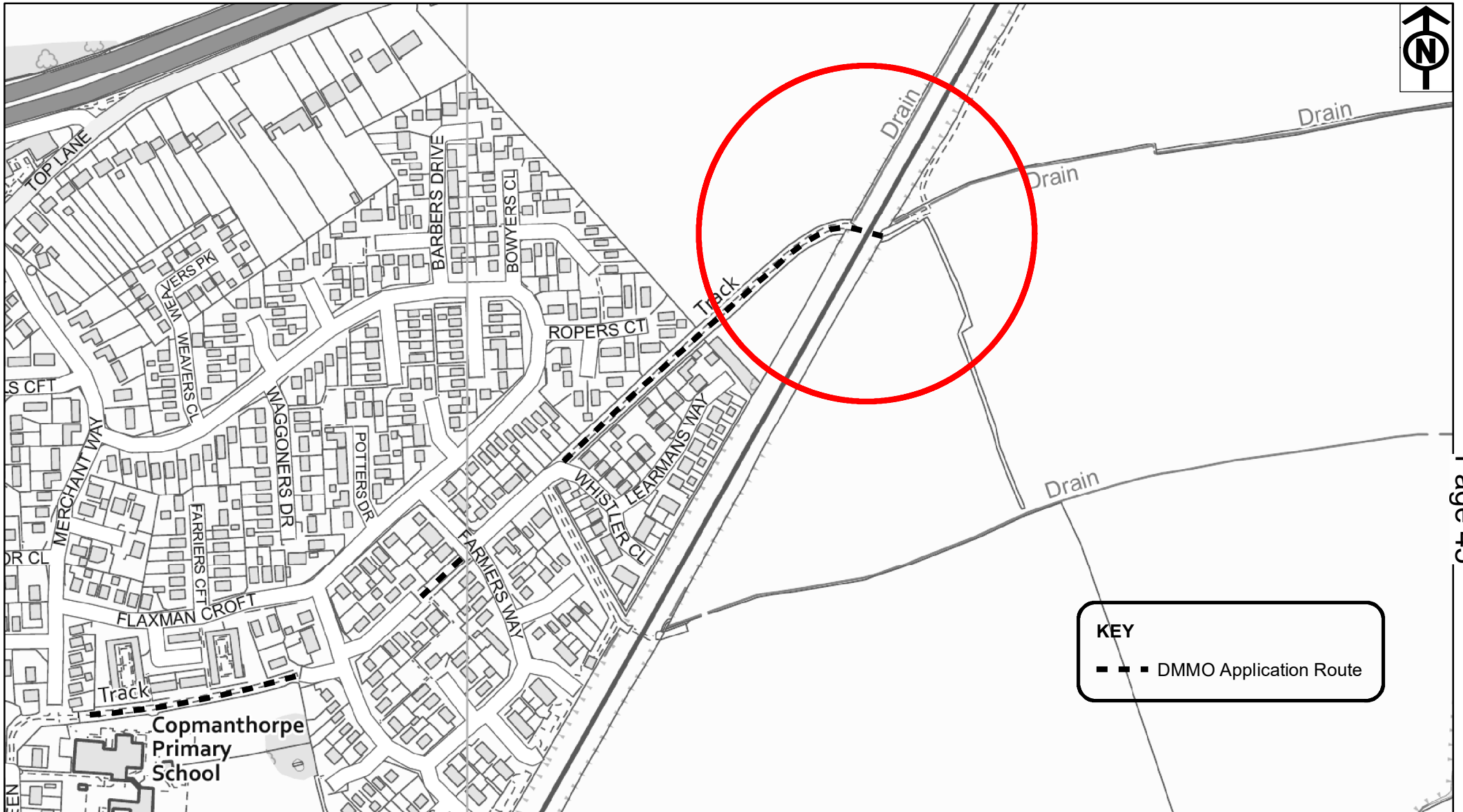
--- DMMO Application Route



West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

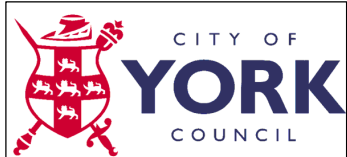
DMMO application route		
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Public Rights of Way	Reference:	Drawing No.
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--- DMMO Application Route



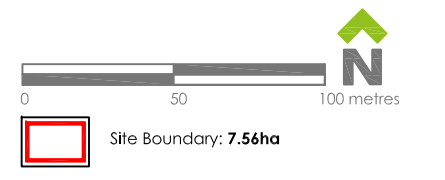
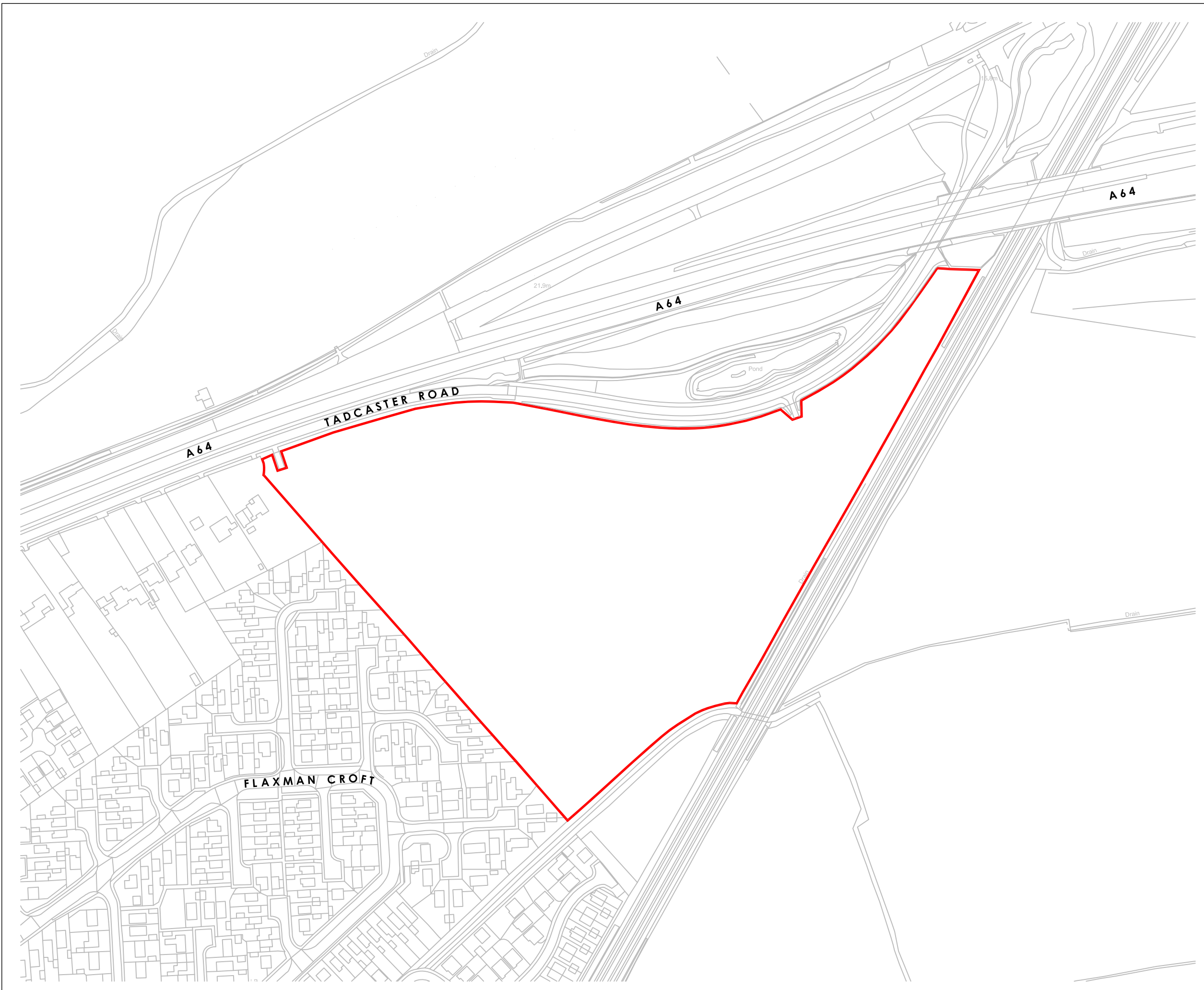
West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550


Possible location of overbridge

Scale Not to Scale	Drawn By:RJV	Date:20/12/18
Public Rights of Way	Reference:	Drawing No.

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Rev	Date	By	Description
A	19.03.18	RC	Site Boundary amended
 Dixies Barns, High Street, Ashwell, Hertfordshire SG7 5NT t 01462 743647 e ashwell@csaenvironmental.co.uk w csaenvironmental.co.uk			
Project	Land off Tadcaster Road, Copmanthorpe		
Title	Site Location Plan		
Client	Gladman Developments Ltd		
Scale	1:2500 @ A3	Drawn	RC
Date	March 2018	Checked	SE
Drawing No.	CSA/3543/108	Rev	A

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**Decision Session - Executive Member for
Transport and Planning****14 March 2019**

Report of the Corporate Director of Economy and Place

Proposed Minster Precinct Neighbourhood Plan Area and Forum**Summary**

1. This report relates to the applications submitted by the proposed Minster Precinct Neighbourhood Forum for designation of a Neighbourhood Plan Area and Forum. The report recommends that City of York Council approve both applications and designate the Minster Precinct Neighbourhood Forum and Plan Area as per the applications received.

Recommendations

2. The Executive Member is recommended to approve the Neighbourhood Forum application and Neighbourhood Plan Area application as per Option 1.

Reason: To allow the Minster Precinct Neighbourhood Forum to progress a Neighbourhood Plan for the Minster Precinct area.

Background

3. As part of the Localism Act 2011, local communities are encouraged to come together to get more involved in planning for their areas by producing Neighbourhood Plans for their area. Neighbourhood Plans are centred specifically round creating plans and policies to guide new development.
4. Neighbourhood planning is about letting the people who know about an area plan for it. It is led by the residential and business community, not the Council, and is about building neighbourhoods – not stopping growth.

5. If adopted by the Council, Neighbourhood Plans and Orders will have weight becoming part of the statutory plan making framework for that area. Designation of a Neighbourhood Area and a Neighbourhood Forum are the first stages in the preparation of a Neighbourhood Plan.
6. In line with National Planning Practice Guidance (NPPG) paragraph 24¹:

'An application must be made by a parish or town council or a prospective neighbourhood forum to the local planning authority for a neighbourhood area to be designated (see regulation 5 of the Neighbourhood Planning (General) Regulations 2012 (as amended). This must include a statement explaining why the proposed neighbourhood area is an appropriate area'.
7. The regulations state that where a relevant body, in this case the prospective Minster Precinct Neighbourhood Forum, submits an area application it must include:
 - A map which identified the area to which the area applications relates;
 - A statement explaining why this area is considered appropriate to be designated as a neighbourhood area; and
 - A statement that the organisation or body making the application is a relevant body for the purposes of Section 61G of the 1990 Town and Country Planning Act as applied to Neighbourhood Plans by Section 38a of the Planning and Compulsory Purchase Act (2004).
8. The prospective Minster Precinct Neighbourhood Forum has submitted the Neighbourhood Area application and Neighbourhood Forum application simultaneously. This allows people who live, work and do business in the Minster Precinct area to see the proposals in context. It also removed the need to consult twice, saving time and reducing the chances of 'consultation fatigue' amongst residents. The applications, including a map showing the extent of the proposed neighbourhood area, are included in Annex 1 of this report.
9. The prospective forum highlighted that although the applications are submitted together, they are submitted as two separate applications in

¹ ID: 41-024-20161116

order to demonstrate compliance with Regulations 5 and 8 of the Neighbourhood Planning (General) Regulations 2012.

Reasons for the Proposed Neighbourhood Area Boundary

10. The area application states that the proposed Neighbourhood Area is the area surrounding York Minster. The prospective forum considers this to be appropriate to be designated as a neighbourhood area for the following reasons:
 - i. The area forms the historic Precinct of York Minster and, despite changes over the years, possesses a distinctive historic character
 - ii. The area follows with minor variations, the boundary of Character Area 9: The Minster Precinct of the York Central Historic Core Conservation Area. The application boundary follows the land ownership by the Chapter of York.
 - iii. The land and properties in the area are largely either:
 - owned by the Chapter of York; or
 - of sufficient proximity to York Minster to be intimately affected by changes to the Minster and its property.
 - iv. This area has been agreed in preliminary consultations with representatives from City of York Council as being appropriate for designation as a Neighbourhood Area.

Suitability of Proposed Forum

11. The forum application highlights that the prospective Minster Precinct Neighbourhood Forum has been established for the express purpose of promoting or improving the social, economic and environmental wellbeing of the Minster Precinct Neighbourhood Area. It states that membership is open to:
 - i. all individuals who live or work in the proposed Neighbourhood Area,
 - ii. Members of the City of York Council whose area falls inside the area.

The Minster Precinct Forum currently membership consists of 38 members, each of whom is drawn from one of the above categories following a process of engagement and expressions of interest for the process.

Consultation

12. When an area application is received, the City of York Council must publish the following details of the Plan in line with the Regulations (2012, as amended):
 - a) a copy of the application
 - b) details of how to make representations
 - c) the date by which those representations must be received, being-
 - (i) in the case of an application to which paragraph (2)(b) of regulation 6A applies, not less than four weeks from the date on which the area application is first published;
 - (ii) in all other cases, not less than six weeks from the date on which the area application is first published.

13. Similarly, when a Neighbourhood Forum application is received, the City of York Council must publish the following details of the Plan In line with the Regulations (2012, as amended):
 - (a) a copy of the application;
 - (b) a statement that if a designation is made no other organisation or body may be designated for that neighbourhood area until that designation expires or is withdrawn;
 - (c) details of how to make representations; and
 - (d) the date by which those representations must be received, being not less than 6 weeks from the date on which the application is first publicised.

14. On 16 January 2019, City of York Council published the Forum and Area applications for a 6 week period, which meets the statutory requirements and accords with the Council's adopted Statement of Community Involvement. The consultation was publicised and responded to in the following way:
 - A notice was put up on the publically accessible West End Notice Board within the Minster Precinct and on the internal York Minster Notice Board;
 - A copy of the applications were put in Church House Reception within the Minster Precinct, in York Explore Library and the Councils West Offices Reception;
 - A notification letter was sent to businesses and landowners/agents in and around the Minster Precinct (See Annex 2 for area consulted);
 - A press release via the Council website was published to notify the media of the consultation;

- A new Minster Precinct webpage was created at: www.york.gov.uk/neighbourhoodplanning where the Minster Precinct applications are available to view as well as additional information on the Neighbourhood Planning process.
 - A specific email address neighbourhoodplanning@york.gov.uk is set up to receive representations as well as a freepost address.
15. Once the consultation period ended, the Local Planning Authority has a period of time (defined by the Neighbourhood Planning (General) (Amendment) Regulations 2016) to decide whether or not to designate the boundary applied for. The power to designate a neighbourhood area is exercisable under section 61G of the Town and Country Planning Act 1990. At this stage, it is only the principle of becoming a neighbourhood area and the extent of the proposed boundary which is to be considered. The determination of the application should not pre-judge the content or approach of the proposed draft Neighbourhood Plan. When designating a neighbourhood area, a local planning authority should not make assumptions about the neighbourhood plan that will emerge from developing, testing and consulting on the draft neighbourhood plan when designating a neighbourhood area.
16. Under section 61H of the 1990 Act, whenever a local planning authority exercises powers under 61G to designate an area as a neighbourhood area, consideration must be given as to whether the authority should designate the area concerned as a business area. The designation of the specified area can only occur if the authority considers that the area is wholly or predominantly business in nature (Section 61H (3)). The specified area is not wholly or predominantly business in nature and so it is inappropriate to designate it as a business area.

Responses to Consultation

17. The Council received a positive response to the consultation from St Michael le Belfrey who expressed support for the plan. The response indicated that “as a close neighbour we are keen to maintain and develop a good working relationship with the Minster both now and in the future” and set out that they are keen to work with the Neighbourhood Forum in bringing forward a Neighbourhood Plan for the area.

Options

18. The following options are available for the Executive Member to consider:

Option 1 – Approve both the applications to designate the neighbourhood area and forum for a Minster Precinct Neighbourhood Plan, as per the applications (attached at Annex 1) without modification;

Option 2 – Approve the neighbourhood area application and refuse the forum application;

Option 3 – Approve the neighbourhood forum application and refuse the area application;

Option 4 – Refuse both the area and forum applications.

Analysis

19. Officers are satisfied that both the application for a Neighbourhood Plan area application and the Neighbourhood Forum application meet the statutory requirements. It should also be noted that the application boundary applied for is consistent with the Minster Precinct boundary as set out on the submitted Local Plan City Centre Policies Map (2018).
20. One response was received from the duly publicised applications which supported the proposals. As further stages of the Neighbourhood planning process are undertaken, the Council will have a role in ensuring that the Forum is continuing to engage with the community.
21. Officers recommend that Option 1 is agreed to allow the prospective Minster Precinct Neighbourhood Forum to progress with the production of a Neighbourhood Plan for the Minster Precinct. The alternative options 2 to 4 not to support designation of the neighbourhood area and/or forum are not recommended as this will limit the ability of a neighbourhood plan for the area to be progressed.

Next Steps

22. If Option 1 is approved, Minster Precinct Neighbourhood Forum can begin preparing the Neighbourhood Plan with appropriate advice and assistance from the Council.
23. Once a draft Plan has been produced, the Neighbourhood Forum is then required to undertake Pre- Submission consultation by publicising the proposals and inviting representations for a period of not less than 6 weeks.

24. The Neighbourhood Forum can then submit the Neighbourhood Plan to the Council along with other key documents to meet the basic conditions as stipulated in the Regulations, including a consultation statement containing details of who was consulted and how, a summary of the main issues and concerns raised and how these have been considered and/or addressed in the proposed Neighbourhood Plan.
25. On receipt of the draft Neighbourhood Plan, the Council needs to publicise the Plan and invite representations for a period of not less than 6 weeks. Once the Council is satisfied that the Plan meets the requirements of the Town and Country Planning Act 1990, the Council then appoints an independent inspector for public examination of the Plan. The Plan must then be voted on in a local referendum before it can be 'made' by Executive.

Council Plan

26. The proposed Minster Precinct Neighbourhood Plan will be a positive contribution to the Council Plan priority: 'A council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities'.

Implications

27. **Financial/Programme** – If a neighbourhood plan for the Minster Precinct progresses to independent examination, the council will be required to pay for the examination and the subsequent referendum. The costs of these statutory processes will be met in part by central government funding sources from the Ministry of Housing, Communities and Local Government (MHCLG). Any shortfall will need to be accommodated within existing resource.

Human Resources – None

Equalities – None

Legal – The designation of Neighbourhood Plan Areas is to be made in accordance with the Neighbourhood Planning (General) Regulations 2012, the Neighbourhood Planning (General) (Amendment) Regulations 2015, the Neighbourhood Planning (General) and Development Management Procedure (Amendment) Regulations 2016 and the provisions of the Localism Act 2011.

Crime and Disorder – None

Information Technology – None

Property – None

Risk Management

28. No significant risks are associated with the recommendation in this report have been identified.

Contact Details:

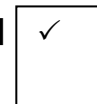
Authors

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Report Approved



Date 05.03.19

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Wards Affected: Guildhall Ward

For further information please contact the authors of the report.

Annexes:

Annex 1 – Minster Precinct Neighbourhood Area and Forum applications
Annex 2 - Minster Precinct Neighbourhood Forum Consultation Area

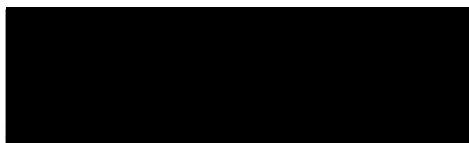
Abbreviations:

MHCLG - Ministry of Housing, Communities and Local Government
NPPG - National Planning Practice Guidance

Application A – Designation of a Neighbourhood Area

1. This application is made to the City of York Council, as local planning authority, under Regulation 5 of the Neighbourhood Planning (General) Regulations 2012, that the area surrounding York Minster be designated a Neighbourhood Area.
2. **Precinct Map**
 - 2.1. A map is attached as **Appendix A** showing the full extent of the area proposed to be designated as a Neighbourhood Area.
3. **Appropriateness of Designation**
 - 3.1. This area is considered to be appropriate to be designated as a Neighbourhood Area for the following reasons:
 - 3.1.1. The area forms the historic Precinct of York Minster and, despite changes over the years, possesses a distinctive historic character.
 - 3.1.2. The area follows, with minor variations, the boundary of Character Area 9: The Minster Precinct of the York Central Historic Core Conservation Area.
 - 3.1.3. The land and properties in the area are largely either:
 - 3.1.3.1. Owned by the Chapter of York, or;
 - 3.1.3.2. Of sufficient proximity to York Minster to be intimately affected by changes to the Minster and its property.
 - 3.1.4. This area has been agreed in preliminary consultations with representatives of City of York Council as being appropriate for designation as a Neighbourhood Area.
4. **Status of Applying Body**
 - 4.1. This application is made by the Minster Precinct Neighbourhood Forum (MPNF), a body capable of being designated as a Neighbourhood Forum. An application for the designation of the MPNF as the Neighbourhood Forum for this Neighbourhood Area is submitted alongside this application.
 - 4.2. The attached application (**Application B**) demonstrates the suitability of the MPNF to be considered a relevant body for the purposes of 61G of the Town and Country Planning Act 1990.

Signed:


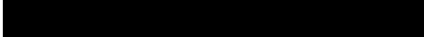



Mark Calvert, Chair

Minster Precinct Neighbourhood Forum

Application B – Designation of a Neighbourhood Forum

1. This application is made to the City of York Council, as local planning authority, under the Regulation 8 of the Neighbourhood Planning (General) Regulations 2012, that the Minster Precinct Neighbourhood Forum be designated as the Neighbourhood Forum for the Minster Precinct Neighbourhood Area.
2. **Name**
 - 2.1. The name of the proposed Neighbourhood Forum is the 'Minster Precinct Neighbourhood Forum' ('the Forum').
3. **Constitution**
 - 3.1. A copy of the written constitution of the Forum is attached as **Appendix B**.
 - 3.2. This constitution was adopted by the Forum at its inaugural Annual General Meeting, held on the 27th of November, 2018. A copy of the minutes from this meeting is attached as **Appendix C**.
4. **Contact Details**
 - 4.1. The Chair of the Forum is:

Name	Mark Calvert
Address	
Phone	
Email	
5. **Area of Forum**
 - 5.1. The Forum relates to the Minster Precinct Neighbourhood Area. An application for the designation of this area is submitted alongside this application, including a precinct map.
6. **Statement of Suitability**
 - 6.1. This statement explains how the Forum meets the conditions contained in Section 61F of the Town and Country Planning Act 1990, as amended by the Localism Act 2011, Schedule 10.
 - 6.2. Purpose of Forum
 - 6.2.1. As detailed in the Constitution (2.1.1.), the Forum has the express purpose of promoting or improving the social, economic and environmental wellbeing of the Minster Precinct Neighbourhood Area.
 - 6.3. Membership
 - 6.3.1. The Forum is open to all individuals who live or work in the area, as well as members of the City of York Council whose area falls inside the area.
 - 6.3.2. The Forum consists of 38 members, each of whom is drawn from one of the above categories.

Signed: 

Mark Calvert, Chair

Minster Precinct Neighbourhood Forum

- Land uses within precinct boundary
- Chapter of York Residential Properties
 - Ancillary Buildings
 - Chapter of York Commercial
 - Residential Managed by Agents
 - Commercial Managed by Agents
 - St Williams College
 - The Minster School

Land uses within proposed Neighbourhood Plan boundary

- Commercial
- Residential
- Institution

- York Minster boundary
- York Minster precinct boundary
- Proposed Neighbourhood Plan boundary

YORK MINSTER	
LAND USES	
15/7/20	
APRIL 2018	Alan Baxter



Minster Precinct Neighbourhood Forum – Constitution

1. Name and Area

- 1.1. The name of the Neighbourhood Forum shall be ‘The Minster Precinct Neighbourhood Forum’, referred to thereafter as ‘the Forum’.
- 1.2. The Form shall pursue its Objectives in the area outlined in the attached Minster Precinct Neighbourhood Area map, which forms part of this Constitution. This may be adjusted by the Forum or the City of York Council under its statutory powers.
- 1.3. This is the area designated by the Forum for the purpose of the preparation of a Neighbourhood Plan under the Neighbourhood Planning (General) Regulations 2012 and the Amended Regulations 2015 and 2016.

2. Forum Objectives

- 2.1. The objectives of the Forum shall be:
 - 2.1.1. To have the express purpose of promoting or improving the social, economic and environmental well-being of the Minster Precinct Neighbourhood Area.
 - 2.1.2. To prepare a Neighbourhood Plan for the Minster Precinct Neighbourhood Area, and to guide this Plan through to adoption, on the basis of the following vision:
“In 2038, York Minster Precinct continues to be a welcoming and special place loved and used by the local community and visitors from around the world. It is acknowledged as a lynchpin in the cultural identity and daily life of the City of York and reaches out to engage the community in discovering God’s love.”
 - 2.1.3. To identify ways, in consultation with relevant authorities and organisations, of involving the whole community in the preparation of the Plan; and to gather, analyse and present the views and opinions in such a way as to ensure that the Plan is as comprehensive and inclusive as reasonably possible.
 - 2.1.4. To work in partnership with the City of York Council in the preparation and submission of the Neighbourhood Plan.

Meetings and can be nominated and stand for re-election at the Forum's Annual General Meeting.

- 4.3. As well as the Executive Members, the Steering Group shall include, *ex officio*, the following employees of the Chapter of York:
 - 4.3.1. The Chapter Steward
 - 4.3.2. The Director of Works and Precinct
- 4.4. Members of the Forum may join the Steering Group by one or another of the following means:
 - 4.4.1. By volunteering their services and being accepted by the Steering Group.
 - 4.4.2. By being voted on by the other members of the Steering Group, in case of competition for a place. In the event of more than two members wishing to join, a preferential voting system shall be used.
 - 4.4.3. By being invited to join by the Steering Group due to their knowledge and expertise.
- 4.5. The Steering Group may delegate powers to such persons and groups as required.
- 4.6. The Steering Group may delegate powers on specific matters to such persons and groups as are agreed at their meetings and recorded in the minutes.
- 4.7. The Steering Group will meet at least six (6) times per calendar year.
- 4.8. No member of the Steering Group shall use their position for financial or personal gain.

5. Membership

- 5.1. Membership of the Forum shall be open to all residents living in the Area defined in Section 1.2, all those who work or carry out business in the area, and elected members for the Guildhall Ward.
- 5.2. There shall be no less than 21 members of the Forum drawn from the following:
 - 5.2.1. Individuals who live in the Minster Precinct Neighbourhood Area boundary;
 - 5.2.2. Individuals who work in the Minster Precinct Neighbourhood Area boundary;
 - 5.2.3. Individuals who are elected members of the City Council for the Guildhall Ward.

6.2.4. Special Meetings may be called from time to time by the Steering Group to consider amendments to the Constitution, to dissolve the Forum, or where deemed necessary due to developments in the Neighbourhood Planning process. These shall be subject to the same rules as the conduct of the AGM.

7. Conduct at Meetings

7.1. The following rule shall apply to all meetings, including General Forum meetings, Steering Group meetings and the Annual General Meeting:

7.1.1. Each meeting shall have a Chair, who shall ensure that the business of the meeting is transacted in an orderly and respectful way.

7.1.2. The Forum shall endeavour to make decisions by consensus. Where a vote is required, decisions shall be made by a simple majority of those present and entitled to vote. When the vote is tied, the chair of the meeting shall have a second, casting vote.

7.1.3. All members shall be entitled to speak at meetings and, at Open Meetings, all members of the public are entitled to speak. The Chair shall have the power to impose time limits on speeches.

8. Forum Administration

8.1. The Forum shall be administered by the Chapter of York.

8.2. The role of the Chapter shall be to develop a Masterplan for the future care of York Minster and of its Precinct.

8.3. The Chapter of York may delegate powers to such persons and groups as required.

8.4. The Chapter of York may delegate powers on specific matter to such persons and groups as are agreed at their meetings and recorded in the minutes.

8.5. The Chapter of York shall meet at least 9 times per calendar year.

9. Executive Roles

9.1. The following members of the Steering Group shall have additional roles and responsibilities:

9.2. Chair

- 10.1. Forum members may from time to time be asked to form small groups to address particular issues. These Working Groups shall have specific Terms of Reference set out by the Steering Group.
- 10.2. These Groups will be able to investigate, discuss and make recommendations but, specifically authorised by the Steering Group, will not have the power to make decisions on behalf of the Forum.
- 10.3. The locations, recording and frequency of meetings shall be the responsibility of the Working Groups.

11. Constitutional Amendments

- 11.1. Any amendment to this Constitution shall be proposed in writing to the Secretary. The Steering Group shall then decide whether to put the proposed amendment/s to a Special General or Annual General Meeting of the Forum.
- 11.2. Any amendment must receive a majority vote in favour to be carried.

12. Dissolution and Winding Up

- 12.1. The Forum is designated for a period of five (5) years. The Forum may apply to have the designation renewed.
- 12.2. The Forum may be dissolved if deemed necessary by the members at a Special General Meeting or Annual General Meeting. A two-thirds majority vote shall be required to enact this dissolution.
- 12.3. In the event of the Forum being dissolved, the assets (after payments of debts due) will be returned to their providers or transferred to local charities at the discretion of the Steering Group.

13. Conflict Resolution

- 13.1 Any complaints about the Steering Group, General Forum or Working Groups, in relation to the work undertaken; shall be made in confidence, in writing to the Secretary – unless the complaint is about the Secretary in which case it shall be made to the Chair.
- 13.2 The Elected Officers of the Steering Group will investigate the complaint and decide on action as appropriate. If the complaint concerns the officers themselves, other members of the Forum will be appointed in their place.

The Minster Precinct Neighbourhood Forum
Minutes of the Inaugural Annual General Meeting
Meeting held 27th November, 2018

The inaugural Annual General Meeting of the Minster Precinct Neighbourhood Forum was held in the Deanery, Minster Yard, York. All residents and businesses in the Precinct Area were invited by letter or email to attend or send representatives.

1. Introduction
 - a. The meeting was welcomed by Alexander McCallion, Director of Works and Precinct at York Minster.
2. Adoption of Constitution
 - a. The Constitution was presented and accepted by the Forum, subject to a number of minor amendments entrusted to the Chair.
3. Nomination to Executive Roles
 - a. Chair
 - i. Mark Calvert was nominated to the position of Chair. Mr Calvert has extensive experience in planning and especially flood mitigation, and has served as HRH's Ambassador to Yorkshire and the Humber.
 - b. Vice-Chair
 - i. Jamie Search was nominated to the position of Vice Chair. Mr Search is a resident of the Purey Cust and runs a business in Leeds.
 - c. Treasurer
 - i. Ian Melia was nominated to the position of Treasurer. Mr Melia is a retired Chartered Accountant who now serves in a number of charitable and advisory positions.
 - d. Secretary
 - i. Timothy Stead was nominated to the position of Secretary. Mr Stead is the Major Projects Officer at the York Minster Stoneyard, and will continue to handle the administrative affairs of the Forum.
 - e. All others present were asked if they wished to stand for any of the positions. There were no further nominations.
 - f. All of the nominations were approved unanimously.

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**Decision Session – Executive Member for
Transport and Planning**

14 March 2019

Report of the Corporate Director of Economy and Place

Vehicle Activated Speed Indicator Device Trial

Summary

1. Following a number of requests for vehicle activated signs that indicate speeds to drivers the report sets out the national and local policy context. It offers a number of options and seeks decisions with regard to undertaking a trial of a vehicle activated sign speed indicator device on the authority's highway network. It sets out criteria for that trial and the potential next steps once the trial is complete.

Recommendations

2. The Executive Member is asked to make three decisions. The following options are recommended:
 - Decision 1: Option A - Approve the trial for a minimum of three months, to allow consideration of speed indicator devices in future vehicle activated sign policy.
 - Decision 2: Option C - Use trial sites at York Rd, Strensall and Stockton Lane, Heworth.
 - Decision 3: Option C – Indicator to show actual speed + Thank You up to and including the speed limit. It will display speed roundel and Slow Down for speeds over the speed limit.

This combination of options approves the following:

A trial of two Speed Indicator Devices, one in the village of Strensall and the other on Stockton Lane in Heworth Without at the locations shown in **Annexes A & B**, using sign type C. Once the trial period is complete and the outcome reviewed the results will be reported back to a future Executive Member Decision Session.

Reason: To provide a structured trial of speed indicator devices to allow this type of equipment to be considered for inclusion as an option in the council's future vehicle activated sign policy.

Background

3. Vehicle activated signs are roadside signs that have a fixed display showing the speed limit using an LED array in the form of a standard speed sign as per Traffic Signs Regulations and General Directions 2016 (TSRGD 2016). They display a message when they are approached by a vehicle exceeding the speed limit or going too fast for the type of road.
4. Speed indicator devices have a dynamic display showing the actual speed of the approaching vehicle using an LED array. These signs are not prescribed in the TSRGD 2016. Consequently they are not currently supported by City of York Council unlike vehicle activated signs. They can be installed without Department for Transport authorisation as long as speed limit or road traffic signs are not attached to the speed indicator device and they are not used for enforcement.
5. Vehicle activated signs were developed to address the problem of inappropriate speed where conventional signing had not been effective. They are relatively inexpensive and can often be used on roads where physical traffic calming would not be appropriate.
6. There are two types of vehicle activated sign approved for use on UK roads, both are triggered by a vehicle exceeding a set speed and have an option to also show the text 'SLOW DOWN' and / or have flashing amber lights. They are:
 - a. Hazard warning signs.
 - b. Speed limit roundels / camera symbols (where appropriate).
7. The original council vehicle activated sign policy was approved on 20th October 2009 by the Executive Member for City Strategy in response to concerns over the proliferation of this type of sign. This included recommendations for the criteria that new Local Transport Plan or Ward Committee funded vehicle activated sign sites should meet, and the monitoring and review of sites following implementation.
8. To ensure a consistent approach the council have strict criteria which are applied to requests for vehicle activated signs funded from the Local Transport Plan. Some flexibility is given to permit Ward Committee and

Parish Council funding to be used where there are real concerns about the speed of traffic but where the stricter criteria for Local Transport Plan funding are not met. The criteria are as follows:

- i) That Local Transport Plan funding will only be used where the 85th percentile speed (the speed that 85 percent of vehicles do not exceed) equals or exceeds the signed limit by 10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police (ACPO guidelines).
- ii) Where this funding criteria is not quite met, a Ward Committee or Parish Council may still wish to fund the installation of a vehicle activated sign. In this situation, a threshold of 85th percentile speeds being 10% above the speed limit should be adopted (i.e. 33mph in a 30mph limit and 44mph in a 40mph limit).

9. Following a review of the existing vehicle activated sign assets and policy a further report was considered by the Executive Member for Transport and Planning in 2015. This added the following additional criteria to the vehicle activated sign policy:

- Criteria for the provision of hazard warning vehicle activated signs based on at least one recorded injury accident in the previous three years, with reports of inappropriate speed (which may be within the posted speed limit).
- Vehicle activated signs to be reviewed as and when they develop faults applying the criteria above. If the site meets the criteria, it is recommended that the sign is repaired or replaced. If they do not, the sign and post should be removed and the site disbanded.

10. Furthermore to address the maintenance funding shortfall and ensure the vehicle activated sign stock is maintained at sites where the signs are warranted, the decision was taken to allocate future Local Transport Plan budgets to the review and aftercare of signs funded from this source. Ward Committees or Parish Councils are expected to fund any maintenance (if they so wish) if they originally purchased the signs.

11. These additions and amendments to the vehicle activated sign policy were implemented immediately. The review system is up and running and a contract to supply and install any new speed limit vehicle activated signs is in place.

12. For comparison a summary of the North Yorkshire County Council vehicle Activated Sign Policy is included with **Annex C**.

Request for Speed Indicator Devices

13. A number of sites with faulty signs have been reviewed and some of these were found to meet the criteria for Parish or Ward funded signs. In line with the policy the Parish Council and Ward Members have been contacted to see if they have funding to repair or replace the sign. Due to the age of most of the vehicle activated signs they are beyond repair, or once repaired have a very short working life. Therefore the parties are offered the option to purchase a new sign with a 6 year warranty at a cost of £3500 excluding VAT.
14. During these reviews some of the Parish Councils and Ward Members requested a speed indicator device as an alternative sign for installation at the existing site.
15. Speed indicator devices are used by some highway authorities as temporary signs to help control speed where other more expensive measures cannot be justified or police enforcement is not suitable. The signs have been found to be most effective if they are relocated every few weeks as the most significant speed reductions happen in the first three weeks. After this period motorists who regularly use the road become used to the presence of the sign and start to ignore it.
16. A temporary vehicle activated sign / speed indicator device service could be implemented as a change to the existing policy as part of the Speed Management Protocol along with the development of new protocols. In doing so consideration would need to be given to:
 - Funding which could be along the current lines either via City of York Council or directly by the wards or parishes. Both funding models require an ongoing charge to allow the regular relocation of the signs.
 - Offering a temporary solution through the Speed Management Protocol is likely to increase the number of speed complaints and requests for new signs and may mean additional resource is required to consider this demand.
17. The above implications are greatly reduced if permanent signs are used in line with the existing policy. However, published evidence suggests

that temporary signs have a greater impact and requests for speed indicator devices have increased as the review process has rolled out. It is suggested that a trial be conducted to establish whether a permanent sign can maintain a speed reduction over a longer period. Operating costs for temporary or permanent solutions could then be compared against effectiveness.

Trial

18. To gather evidence of the effectiveness of a permanent SID it is proposed to establish a trial location and monitor vehicle speeds over a set period. The results would then be compared along with costings for the future operation of speed indicator devices as part of the vehicle activated sign policy and wider speed management work undertaken by the Council.
19. A trial would need to achieve set criteria to be considered a success. Officers from across the transport team agreed that a reduction in 85th percentile vehicle speeds of 2mph after 3 months is considered suitable and if a trial is approved then this should be the success criteria.
20. To allow this evaluation of speed over the whole trial period it is recommended that the trial sign includes a data logger as this negates the need for separate speed data collection. The sign would need to be in place for at least three months to allow for suitable data collection and comparison.

Location

21. To keep the cost of undertaking the trial down it is suggested that the trial location should be a vehicle activated sign site which has already been reviewed and identified as suitable for a Ward or Parish funded sign. This means we already have “before” speed data which was collected as part of the review. Two sites meet this criteria:
 - i) York Road in Strensall, location plan shown in **Annex A**.
 - ii) Stockton Lane, location plan shown in **Annex B**.

Sign types

22. Officers from the transport team have reviewed various sign types available on the market and have suggested three for consideration. These are proposed due to their simplicity and ability to quickly convey whether a driver is exceeding the posted limit and provide a positive or negative message dependent on the speed of the vehicle. Images of the three options are shown below. All signs have an upper threshold at which they do not activate or do not indicate a speed to ensure drivers don't attempt to get higher speed readings. These sign variations are available from different suppliers and a short procurement exercise may be required to ensure the sign provides value for money. The signs with the data logging equipment cost between £3000 – £4000 excluding VAT each including installation and commissioning.

Option A



Display 1
Below Threshold

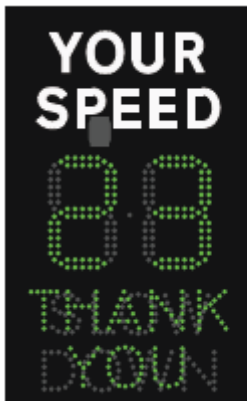
Green Vehicle
Speed



Display 2
Above Threshold

Red Vehicle
Speed

Option B



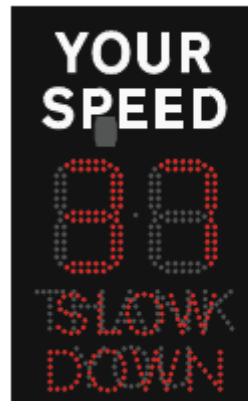
Display 1
Below Lower
Threshold

Green Vehicle
Speed + Thank
You



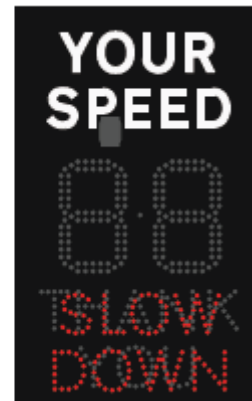
Display 2
Within 10%
above Lower
Threshold

Red Vehicle
Speed



Display 3
Over 10% above
Lower Threshold
but below Upper
Threshold

Red Vehicle
Speed + Slow
Down



Display 4
Slow Down
Above Upper
Threshold

Red Slow Down

Option C



Display 1 (5-30mph)

White Vehicle Speed
Green Thank You



Display 2 (31-99mph)

White/Red Speed Limit
Roundel
Amber Slow Down

Post Trial

23. Following a trial the speed data results would be reviewed and consultation carried out with the members of the 95 Alive Road Safety Partnership which includes representatives from North Yorkshire Police, the Fire Service and the council's road safety team. A report detailing the trial and recommending how to proceed will then be brought back to a future Executive Member Decision Session.

Options

24. There are three decisions required as part of the proposal:

Decision 1: Whether to undertake a Trial

- Option A: Approve trial, to allow consideration of SID in VAS policy.
- Option B: Do nothing, retain existing VAS policy – decisions 2 and 3 not required.

Decision 2: Trial site location

- Option A: Use a trial site at York Rd, Strensall.
- Option B: Use a trial site at Stockton Lane.

- Option C: Use both trial sites to allow a comparison.

Decision 3: Sign Type

- Option A: Your Speed with red / green numerals
- Option B: Your Speed with red / green numerals and SLOW DOWN / THANK YOU text.
- Option C: Vehicle speed in white with THANK YOU text or speed limit roundel and SLOW DOWN text.

Analysis

25. Decision 1: Undertaking a trial allows the council to evaluate the use of speed indicator devices as part of the vehicle activated sign policy. The suggested success criteria would allow the Council to make decisions based on a data led approach which is in line with the current policy. Doing nothing, will not address the repeated requests for the use of this type of device on the highway network in York.
Recommendation: Option A
26. Decision 2: Both of the proposed locations are suitable for a trial. If there is sufficient funding then signs could be installed at both locations to allow a comparison of results. This would help prove whether the results can be repeated at other sites and it is not just a one off result.
Recommendation: Option C
27. Decision 3: The three types of sign for consideration all relay the speed of the vehicle back to the driver if they are below the speed limit. The differences relate to how messages are communicated to approaching motorists when they are travelling above the speed limit.
28. Sign A is the most basic and cheapest type of SID. It provides a negative or positive message through the use of colour for the speed reading.
29. Sign B adds a THANK YOU / SLOW DOWN message to the design of Sign A to provide further confirmation of the positive or negative message.

30. Sign C is significantly different from A and B in that it provides no speed information to vehicles travelling above the speed limit, so would deter drivers from trying to get a high speed reading. Instead it flashes up a reminder of the speed limit in the form of a speed limit roundel. This display is very similar to the existing VAS which CYC use with the addition of a positive message to motorists driving below the limit. Due to the different displays possible this is the most expensive of the three signs being considered for the trial.
31. The signs cost between £3000 – £4000 excluding VAT each with the data logging equipment including installation and commissioning. Prices vary dependent on the supplier and a small procurement exercise may be required to ensure the signs provide value for money.
32. All the signs provide a similar function and the decision as to which sign CYC take forward to trial could be based on cost alone with Option A providing a significant saving over Signs B and C. However, the positive and negative messages are more strongly communicated to drivers in these signs and sign C removes the speed indication for any drivers above the speed limit and matches the existing VAS that drivers are used to seeing in the area.

Recommendation: Option C

Council Plan

33. The options proposed all demonstrate that CYC is a council that listens to residents and is willing to trial a non-standard solution to investigate its impact and consider its use in the future.

Implications

34.
 - **Financial** - the cost of a trial is estimated at £7.5k for a single site or £12.5k for two sites. This would need to be allocated from the capital budget for 19/20.
 - **Human Resources** There are no Human Resources implications as a direct result of the recommendation in this report, but the trial may result in future recommendations which do, see paragraph 18.
 - **One Planet Council / Equalities** There are no One Planet Council / Equalities implications.
 - **Legal** There are no legal implications.

- **Crime and Disorder** There are no crime and disorder implications.
- **Information Technology** There are no Information Technology implications.
- **Property** There are no property implications.

Risk Management

35. 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:
36. Financial risk – The recommendation to purchase two signs when a trial could be conducted with one is considered a minor risk. The allocation of the extra funding would allow for a more robust trial with comparative data, which will feed into later decisions regarding the use of SIDs within the CYC area.

Contact Details

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Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 05.03.19
Approved

Wards Affected: Strensall / Heworth Without

For further information please contact the author of the report

Background Papers:

[12 November 2015 - Decision Session – Executive Member Planning and Transport. Part 3: Vehicle Activated Signs Review](#)

Annexes

Annex A – Location Plan, York Road Strensall

Annex B – Location Plan, Stockton Lane

Annex C – Summary of North Yorkshire County Council Vehicle Activated sign Policy

List of Abbreviations Used in this Report

CYC – City of York Council

DfT – Department for Transport

EMDS – Executive Member Decision Session

LED – Light Emitting Diode

LTP – Local Transport Plan

NYCC – North Yorkshire County Council

SID – Speed Indicator Device

SMP – Speed Management Protocol

TSRGD – Traffic Signs Regulations and General Directions

VAS – Vehicle Activated Sign

VAT – Value Added Tax

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York Road Strensall Outbound VAS Site

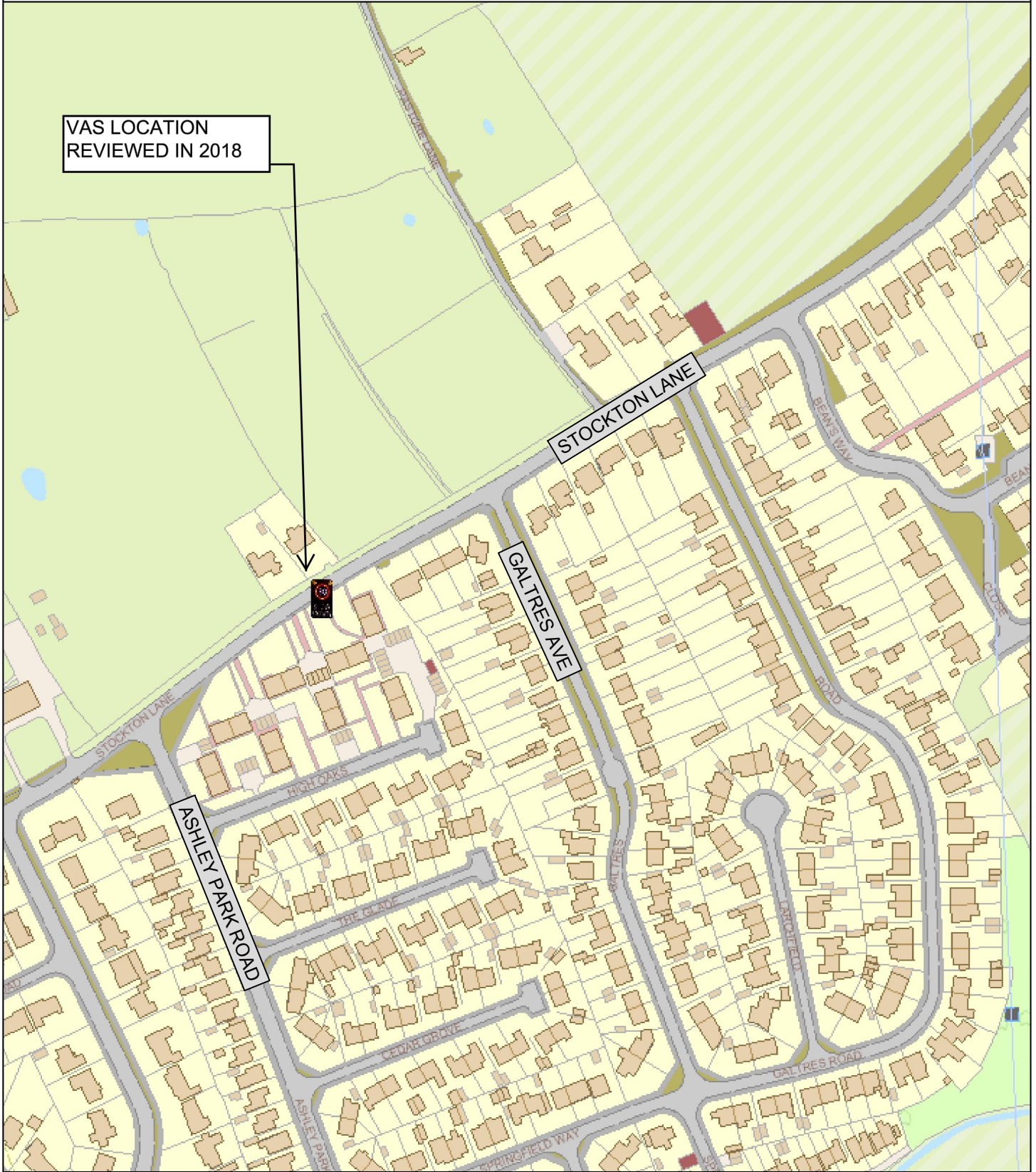


Date: 13 Feb 2019
Author: City of York Council
Scale: 1:2,500

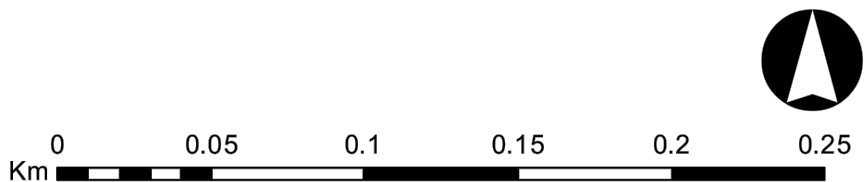


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Stockton Lane Inbound VAS site



Date: 14 Feb 2019
Author: City of York Council
Scale: 1:2,500



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North Yorkshire County Council Vehicle Activated Sign Policy

1. For comparison the current arrangement in place at North Yorkshire County Council (NYCC) is detailed below.

Currently two policies in place:

- i) Permanent VAS
- ii) Temporary VAS

2. Permanent VAS

Warning sign VAS are only considered where a site has an injury accident problem associated with inappropriate or excessive speeds and an accident investigation and prevention Study has previously been completed or conventional accident remedial measures are not appropriate.

Speed Limit VAS are only considered where a site has an injury accident problem associated with excessive vehicle speeds and conventional traffic calming measures have already been installed or are not appropriate.

3. Temporary VAS programme at suitable locations.

The programme provides for a VAS to be installed on a temporary basis for a number of 6 week periods in a year. This is co-funded by NYCC and the local parish council. Participating communities do not own the signs; the signs remain the property of NYCC. NYCC pays for maintenance and repairs to be made to these signs when they stop working or get damaged.

Participating communities pay a minimum of £3500+VAT over four years. This charge includes the one-off cost of installation of a retention socket (£500), rotation costs (£350 per sign per year), and officer time of £400 per year, as well as a share of the cost of the shared signs that were purchased at the time of the scheme implementation.

New sites are identified through local communities raising speeding concerns through the Speed Management Protocol (SMP) and are assessed as Category 3 (high speeds with low casualties) or Category 4 (low speeds with low casualties). Local communities are then offered the option of participation in the temporary VAS process.

They currently have 30 signs deployed on a rotating basis across the county.

In late 2018 NYCC approved proposals to allow communities to purchase their own signs. The protocol detailing how VAS purchase would work and be managed is expected to be finalised in Spring 2019.



**Decision Session – Executive Member for
Transport and Planning**

14 March 2019

Report of the Corporate Director of Economy and Place

**Consideration of 5 Petitions received relating to the Wetherby Road,
Hob Moor, Ridgeway, Grange Street and Askham Lane areas of the City**

Summary

1. This report asks the Executive Member to consider 5 petitions which have recently been received by the Council:
2. York Council is requested to consider the following action to control vehicle speeds on Wetherby Road:
 - Reinststate and modernise both flashing speed warning signs on the road
 - Ask the police to site their speed camera van in the built up area on Wetherby Road on an occasional basis.
3. York Council is requested to undertake the following improvements prior to any further building work starting in the Hob Moor area:
 - Improve the access road along Kingsway West/Ascot Way, removing, where necessary, the grass verge.
 - Provide dropped kerbs or Layby parking where this doesn't already exist
 - Provide alternative, modern, children's play facilities before any existing provision is removed.
4. Ridgeway – Request for Highway Maintenance
5. Askham Lane – Request for Highway Maintenance
6. Grange Street - Request for Highway Maintenance

Recommendations

7. The Executive Member is asked to note the receipt of the petitions and undertake the following actions:
- a. Wetherby Rd - Request officers notify Ward/Parish Councillors that:
 - The current speeds on Wetherby Road would meet the existing Council policy for the potential reinstatement of a Vehicle Activated Sign funded by the Ward/Parish Council.
 - If speeding remains a concern a further request for investigation could be submitted to North Yorkshire Police after August 2020 in accordance with the current Speed Management Policy.
 - Speed camera vans are managed solely by North Yorkshire Police and any request for the implementation of Safety Cameras on Wetherby Road would need to be communicated directly to the Police.
 - b. Kingsway Area – Request officers notify Ward Councillors that:
 - The impact of development on the adjacent highway network has been considered as part of the planning process for individual developments.
 - Laybys are not considered to be necessary at this location for road safety or congestion reasons however could be considered for funding from Ward Council funds if considered to be a priority for the area.
 - The provision of children’s play facilities will be reviewed before any existing provision is removed.
 - c. Highway Maintenance Petitions (Ridgeway, Grange Street, Askham Lane) – Request officers notify the lead petitioners and Ward Councillors that maintenance for all streets is prioritised using a citywide evidence based process. The streets will be maintained when their condition warrants intervention when compared to other streets across the city.

Reason: To ensure petitioners are aware of current Council policies and potential actions relating to the items highlighted.

Background

8. 5 petitions were received in November relating to a variety of issues of concern for local residents across the city.
9. A petition from 17 residents was received requesting York Council consider the following action to control vehicle speeds on Wetherby Road:
 - Reinststate and modernise both flashing speed warning signs on the road
 - Ask the police to site their speed camera van in the built up area on Wetherby Road on an occasional basis.
10. A petition from 23 residents requesting York Council undertake the following improvements prior to any further building work starting in the Hob Moor area:
 - Improve the access road along Kingsway West/Ascot Way, removing, where necessary, the grass verge.
 - Provide dropped kerbs or Layby parking where this doesn't already exist
 - Provide alternative, modern, children's play facilities before any existing provision is removed.
11. A petition containing 8 signatures requesting highway maintenance be undertaken on Ridgeway was received by the Council.
12. A petition containing 13 signatures requesting highway maintenance be undertaken on Askham Lane was received by the Council.
13. A petition containing 125 signatures requesting highway maintenance be undertaken on Grange Street was received by the Council.

Analysis

Wetherby Road

14. The Council has existing policies in place The B1224, Wetherby Road, is one of the arterial routes, from the ring road into the City. The particular area referred to in the petition is the section between the ring road (A1237) roundabout & the Beckfield Lane/Ridgeway Roundabout, in the vicinity of Briar Avenue. Two vehicle activated signs, (VAS) were funded & installed by CYC in 2006/7 to help reduce traffic speeds as vehicles moved from the 60 limit to the 30 limit. Following on from

residents concerns about continued speeds of traffic in this area, the location, was investigated, in 2015 by the 95 Alive Speed Management Protocol. The SMP investigation recommended the area be considered by Engineers, who reported back to the Elected Member in the Decision Session Meeting on 12th November 2015. Following on from this meeting a 40 mph “buffer zone” between the 60 limit & 30 limits was implemented in 2016.

15. The “before & after” speed data is shown in the below table/map, which highlights the reductions in speeds that this engineering intervention produced.
16. The “before” data being collected in Jan 2016 and the after data in Aug 2017

	Eastbound			Westbound		
LC14	Before	After	Change	Before	After	change
Mean	32	28.5	3.5	31	28.8	2.2
85th	36	33	3	35	33	2

	Eastbound			Westbound		
LC31	Before	After	Change	Before	After	change
Mean	38	38.75	-0.75	38.8	36.28	2.52
85th	42.7	45	-2.3	45.6	41	4.6

17. As part of the same Nov 2015 report, the Council updated its VAS policy see Annex B Decision Session Report 12th Nov 2015, Section 3. Thus from this date onwards all requests for VAS to be renewed or added to the network have been subject to the current VAS policy.
18. The outbound VAS is still working, but the inbound VAS was reported as faulty in 2015 and was removed (as per the VAS policy) as the speeds at that time did not warrant retention.
19. The location was re-assessed to ensure that the implementation of this particular speed reduction tool is required and justifiable. The policy states that Local Transport Plan (LTP) funding will only be used where 85%ile speeds equals or exceeds the signed limit by 10%+2 (i.e. 35mph in a 30 limit, and 46mph in a 40 limit). This would be consistent with the speed enforcement thresholds employed by the police (ACPO guidelines).

20. Where this funding criterion is not quite met, a Ward Committee or Parish Council may still wish to fund the installation of a VAS. In this situation, a threshold of 85thile speeds being 10% above the speed limit should be adopted (i.e. 33mph in a 30 limit and 44mph in a 40mph limit)
21. As can be seen in the above table speeds recorded in Aug 2017, the 85thile speeds near the former VAS sites, (data taken on lamp column 14) to be 33 mph.
22. This is likely to be the case because, the 40mph limit buffer zone implementation has been successful in reducing both mean and 85th% speeds in this location. Under the current Policy the missing VAS would not be replaced with Council funding. There is, however the option for the Ward or Parish to fund the cost of VAS implementation if they so wish.
23. A search of the Police accident data indicates that in the last 3 years (2014 – 2017) there has been 1 slight injury accident on the stretch of Wetherby Road shown in Annex A.

Hob Moor Area

24. Kingsway West and Ascot Way are relatively narrow residential streets in the west of the city. The Lincoln Court and Windsor House Elderly Persons Homes on Ascot Way are being redeveloped and are the subject of recent and current planning applications to expand the provision of the facilities. The transport and highway impact of these applications have been and will be considered through the standard planning process.
25. It is not considered that the on street parking on the roads causes significant safety or congestion concerns therefore the widening of the road or provision of parking laybys is not considered warranted. However if the changes are considered high priority in the Ward than Ward Committee funding could be allocated to deliver parking laybys.
26. The impact of the developments on local play facilities has been considered during the planning process.

Highway Maintenance

27. Each year the Highways Asset Team identifies a programme of streets in York to be maintained using Council's funds. The streets are ranked

to prioritise maintenance works within budgets set by the Council. The Road & Footway Hierarchy identifies primary routes as a higher priority for works over lighter or little used locations. This is because they carry a bigger risk to the authority and is consistent with industry best practice. We use results of other specialist surveys - in line with the requirements of the UK Pavement Management System (UKPMS) specialist surveys such as SCRIM and Scanner are undertaken on parts of the network. This is in line with best practice and helps to manage the risk on the network.

Consultation

28. Consultation with local residents is undertaken as part of the development of schemes where changes are proposed to the highway network. Subject to the decision by the Executive Member it is not proposed to consult separately on any of the items raised in the petitions.
29. Consultation took place with Elected Members, Officers and Partners prior to the 2015 VAS Policy and comments are included in the Nov 2015 report to the Executive Member for Transport and Planning.
30. In relation to the Wetherby Road speeding concerns elected Members for the Ward were also informed of the outcome of the re-assessment of the Inbound VAS against the current criteria by email from the Engineer (Ben Potter) on 9 October 2017.
31. Consultation on annual maintenance does not take place as it is a fact driven evidence based process.

Options

32. Option 1, take no further action. This would not be in accordance with the Council Plan priority to listen to residents.
33. Option 2, Officers to provide the lead petitioner & Ward & Parish Councillors as appropriate with the following responses:
 - a. Wetherby Rd - Request officers notify Ward/Parish Councillors that:
 - the current speeds on Wetherby Road would meet the existing Council policy for the potential reinstatement of a Vehicle Activated Sign funded by the Ward/Parish Council.

- if speeding remains a concern a further request for investigation could be submitted to North Yorkshire Police after August 2020 in accordance with the current Speed Management Policy.
 - Speed camera vans are managed solely by North Yorkshire Police and any request for the implementation of Safety Cameras on Wetherby Road would need to be communicated directly to the Police.
- b. Kingsway/Hob Moor Area – Request officers notify Ward Councillors that:
- The impact of development on the adjacent highway network has been considered as part of the planning process for individual developments.
 - Laybys are not considered to be necessary at this location for road safety or congestion reasons however could be considered for funding from Ward Council funds if considered to be a priority for the area.
 - The provision of children’s play facilities will be reviewed before any existing provision is removed.
- c. Highway Maintenance Petitions (Ridgeway, Grange Street, Askham Lane) – Request officers notify the lead petitioners and Ward Councillors that maintenance for all streets is prioritised using a citywide evidence based process. The streets will be maintained when their condition warrants intervention when compared to other streets across the city.

Council Plan

34. This section should explain how the proposals relate to the Council’s 3 key priorities, as set out in the Council’s Plan 2015-19 and other key change programmes.
35. By creating and following policies and procedures for investigating residents speed concerns and the application of VAS ensures that funds are targeted at those locations that are priority, ensuring that whilst we are listening to every single resident, we ensure our services and the prosperity of the city are focused as needed.

Implications

- **Financial** Depending on the Executive Member’s decision there could be financial implications, as VAS require budget not just for

implementation, but after a certain time, a maintenance budget also. If precedence was set to allow VAS to be installed on the highway at locations that do not meet the current criteria for Local Transport Plan funding across the City this could represent a significant cost.

- **Human Resources (HR) there are no HR implications**
- **One Planet Council / Equalities** there are no One Planet /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**
- **Other**

Risk Management

36. There is the potential that the recommendation creates a risk to the council's reputation as local residents may consider they are not being supported by CYC if funds are not allocated to implement the items requested. However the items identified are all subject to existing evidence based Council policies which create a proportionate, fair and impartial approach to the use of constrained Council budgets.

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Tel No. 01904 551641

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 05.03.19
Approved

Wards Affected: Westfield, Fishergate

All

For further information please contact the author of the report

Background Papers:

Report “Partnership Speed Review Update. Including Proposed engineering speed reduction schemes. Related Vehicle Activated Sign (VAS) Review. “

[Decision Session: Executive Member for Transport and Planning - 12 November 2015 \(Agenda, Minutes and Decisions\)](#)

Annexes:

None

Abbreviations

CYC – City of York Council

LTP - Local Transport Plan

SMP - Speed Management Protocol

UKPMS - UK Pavement Management System

VAS - Vehicle activated signs

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**Decision Session - Executive Member for
Transport and Planning**

14 March 2019

Report of the Corporate Director of Economy and Place

Consideration of Modification to Bishopthorpe Road Crossing Points

Summary

1. This report considers pedestrian crossing points on Bishopthorpe Road. Further, the report identifies improvements which might be made to the existing pedestrian crossing point at the junction with Campleshon Road.

Recommendations

2. The Executive Member is asked to approve:

Option 1: A 20 metre extension to the existing no waiting at any time restrictions (Double Yellow Lines (DYL)) and a small extension to the build-out to allow the crossing width to be increased by 0.8m.

Include the proposed change to the parking restrictions in the advertisement of a potential Residents Parking scheme for the area and the parking restriction extension and clearway south of Campleshon Rd. Consider any objections to the combined ResPark/DYL/Clearway scheme at a future Executive Member Decision Session.

Reason: To ensure that a joined up approach is taken to parking provision and road safety in the area.

Background

3. A report was considered by the Executive Member for Transport in response to a petition which was submitted for enhancements to be made to the pedestrian and cyclist crossing point at the junction of Bishopthorpe Road and Butcher Terrace in December 2017.

4. The Executive Member resolved that:

‘A detailed review of the Bishopthorpe Road which would include the assessment of the Bishopthorpe Road and Butcher Terrace / Southbank Avenue junctions, Bishopthorpe and Balmoral Terrace junction as well as the Bishopthorpe Road and Campleshon Road junction’ should be undertaken, ‘with possible recommendations to be brought to a future meeting.’

5. The reason for the wider consideration request was that, subsequent to the December 2017 report being published, a protest of school parents and other concerned parties was held at the junction of Bishopthorpe Road and Campleshon Road. The protesting group expressed concern about the safety of the crossing arrangements and asked the Council to consider what action might be taken to improve the crossing experience for pedestrians (and particularly for parents and their primary school-age children) at this location.

6. There have been a number of studies and schemes devised for the Bishopthorpe Road crossing at Butcher Terrace since the opening of the ‘Millenium Bridge’ in 2001. Two key issues presented in the 2017 report supported the taking of no further action at that stage without a subsequent review:

- New residents parking zones were to be introduced on South Bank Avenue and Butcher Terrace in Spring 2018 which would impact on vehicle movements in the area and would therefore potentially have an impact on the level of traffic exiting the side roads in this area.
- Significant effort had been undertaken to identify a better pedestrian and cyclist crossing arrangement in the past and further improvements which could be made were not immediately obvious.

7. With regard to the crossing at Campleshon Road, reports were brought for the Executive Member for Transport’s consideration at meetings in July and October 2016 following a public petition requesting safety improvements.

8. Following the October 2016 meeting and subsequent consultation concerning the preferred scheme, modifications were made to the pedestrian crossing at Campleshon Road.

Consultation

9. In May 2018, following the installation of the new residents' parking zones on Butcher Terrace and South Bank Avenue, officers invited the three elected members for Micklegate ward to meet to better understand the concerns of residents on Bishopthorpe Road with regard to the crossing points. Officers met with Cllr. Crawshaw and a small number of local residents at the Bishopthorpe Road / Butcher Terrace junction. Having discussed this junction, the meeting then progressed to discuss potential crossing improvements which could be made at the junctions of Balmoral Terrace and Campleshon Road.
10. Following a subsequent meeting with Cllr. Crawshaw in November 2018, officers concluded that the priority for residents in the area was for improvements to be made to the Campleshon Road pedestrian crossing. This was further supported by the allocation of ward committee funding by the local ward members for the delivery of a scheme at this location.
11. Following further officer site visits, potential schemes were drawn up to address the principal concern held by people attempting to cross the road at this location. This was the challenge of visibility when crossing the road from east to west to see vehicles travelling southbound along Bishopthorpe Road or, indeed, for the vehicles seeing pedestrians intending to cross.
12. The four options were presented to an open meeting of parents convened by Cllr. Crawshaw on 4 February 2019. Approximately 30 parents attended the session and whilst there was no universal agreement concerning any of the plans proposed, there was a consensus that more could be done to improve this particular crossing point.
13. In addition to the public meeting, the four options were hand delivered to all of the households who would potentially be impacted by the proposals. A map showing these households is included at Annex A to this report. A copy of the letter issued to these properties and the options is included at Annex B to this report.
14. The options were also presented for comment on the Council's website for a two week period from 12 – 25 February 2019.

15. During the consultation period it became known that two other requests from residents have been submitted in close proximity to the crossing point. These are; a parking restriction scheme south of the Campleshon Road junction (Annex D/E) and a request for residents parking on Bishopthorpe Road between Balmoral Terrace and Campleshon Road (Annex C). As both requests would influence the approach to the crossing position it is proposed to consider both as part of this report.
16. In addition a further petition with 46 signatures was received on 25 February opposing all of the proposed options. A supporting letter suggested that a pelican crossing should be progressed.

Petition Opposing All Options – Annex F

STATEMENT: - Petition against proposed changes to parking on Bishopthorpe Road	We the undersigned petition the Council to not go through with any of the 4 options proposed in the consultation. Instead, as vehicles approach the crossing heading out towards Bishopthorpe, there should be signs warning of children crossing at school times, and a flashing speed limit sign for vehicles exceeding 20mph.
--	--

JUSTIFICATION:-	This is a petition against 4 options for changes to parking on Bishopthorpe Road. Option 1-3 of reducing the number of cars parked improves visibility slightly for pedestrians but there would still not be visibility as far as the houses opposite the Doctor's. Therefore traffic exceeding 20mph would still be difficult to see, and with less cars parked before the crossing they are likely to speed up as they see a clear road ahead. Option 4 to get rid of the crossing refuge island would make it more difficult to cross as you would have to cross both lanes in one go.
------------------------	--

17. In addition a letter from the lead petitioner suggested that a signalised controlled crossing should be provided.
18. A pedestrian crossing survey in March 2016 recorded 292 pedestrian crossing movements between 7am and 7pm. The busiest hours were 8 to 9am (79 pedestrians of which 30 were children under 11 years old) and 3 to 4pm (72 pedestrians of which 30 were children under 11 years old) which concurs with school start and finish times. The same survey recorded 5852 vehicles in this 12 hour period. The numbers would not justify a controlled crossing when assessed in accordance with the Council's Pedestrian Crossing policy.
19. Design standards indicate that signalised pedestrian crossings should not be placed within 20m of a junction and visibility requirements would mean an additional length of no parking restrictions would also be needed. It does not appear that additional parking restrictions would be

supported by residents in the area. Alternatively a fully signalised junction could be delivered at the location incorporating a signalised crossing however the signals would impact on traffic flows and parking in the area and it would be difficult to justify against other road safety priorities across the city.

20. It is proposed to monitor the impact of the recommended change to the crossing and consider the potential for a signalised crossing if the change is not effective and the Council's Pedestrian Crossing policy is met in future.

Residents Parking Petition – Annex C

21. A 53 signature petition (see supporting letter and petition front page in Annex C) has been received representing 36 of the 39 properties between Beresford Terrace/ Balmoral Terrace and Reginald Grove/ Campleshon Road.
22. This area was considered for inclusion in the adjacent R58 residents parking zone in November 2017 but was not taken forward at that time due to a petition against the proposal. Because officers were aware that there was a likelihood of parking relocating to this area it was resolved that if there was a subsequent request from residents for inclusion in the Residents Parking zone this would be taken forward.
23. Although it is unorthodox to proceed straight to the formal Traffic Regulation Order process for residents parking without first going through some initial consultation with residents on the options available and consequences for residents it is considered reasonable on this occasion to break with usual practise. This is because residents have already had some information previously on how residents parking schemes operate and merging a residents parking proposal with the safety scheme would seem to achieve benefits for both the local residents and the authority.
24. The proposed residents parking scheme would be an extension to R58 and have 10 minutes no-residential parking except for a 30m length close to the Doctors surgery where 60 minutes non-residents parking would apply. Details of the proposals along with information on how a residents parking scheme operates will be issued to residents to enable them to make informed representations on the residents parking proposal.

25. Because of the width of the road we may not be able to accommodate parking fully on the carriageway on both sides of the road. Hence we may have to consider the option of allocating a narrow strip of the footway to accommodate the parking.

No Waiting at Any Time Proposal – Annex D

26. Parking along both sides of the carriageway along the section of road south from Campleshon Road to the racecourse car park has increased steadily over the last twelve months to a level we consider to be unacceptable for the safety of other highway users, in particular, cyclists and pedestrians.
27. We have received several complaints from residents about the increased levels of parking and the safety issues they present.
28. These include:
- Road width not sufficient for parking on both sides of the road and allow two way traffic
 - Safety issues for cyclists – having to wait mid-carriageway to turn right into cycle path to the river with not sufficient carriageway width for vehicles to “undertake” because of parked cars.
 - cars parking opposite the entrance to the new development and St Chad’s Wharf are causing a danger to residents & visitors; occupants and visitors to all buildings on the site; passing motorists; cyclists and pedestrians
29. Benefits of the restrictions:
- Will give better sight lines for all highway users, in particular pedestrians and cyclists
 - Allow better access to side roads and driveways
 - Ensure two way traffic is maintained.
30. Possible Dis-benefit
- Speed of vehicles may increase, we have retained a section of parking on the west side of the carriageway prior to the junction of Campleshon Road to act as a natural traffic calming measure

Clearway proposal – Annex E

31. Officers have noted parking occurring on the narrow section of Bishopthorpe Road south from the Racecourse when events take place. This leads to congestion with resulting safety implications.
32. It is considered the introduction of a clearway will be required should the proposed waiting restrictions be implemented on Bishopthorpe Road to prevent vehicle displacement to this area. In addition the clearway will be beneficial as an aid for traffic management for events at the Race Course.
33. There are no buildings on this section of road where a vehicle would be required to stop for loading/unloading purposes.

Options

34. Five options are presented for the Executive Member's consideration

Option 1: A 20 metre extension to the existing no waiting at any time restrictions (Double Yellow Lines) and a small extension to the build-out to allow the crossing width to be increased by 0.8m.

Option 2: A 20 metre part-time no waiting restriction (Single Yellow Line) enforceable 8am - 5pm, Monday to Friday (times subject to confirmation) and a small extension to the build-out to allow the crossing width to be increased by 0.8m.

Option 3: Scheme provides a 20m extension to the existing build-out along with no waiting at any time parking restrictions (double yellow lines).

Option 4: Scheme removes the existing refuge island and right lane and builds out the kerbs to reduce the overall crossing length. The crossing width is increased by 0.8 metres.

Option 5: Defer a decision. Review the proposals for the crossing along with the other requests for changes to the highway in the immediate vicinity. Proposals to be brought to a future Executive Member Decision Session.

Analysis of options

35. All options

Eleven residents responded of the 41 who were issued letters

- Nine objected to all of the options presented.
- Five requested a controlled crossing point be provided.
- Two asked for enforcement of the speed limit.
- Two requested a vehicle activated sign to notify drivers of the crossing point.
- Two residents commented that not many pedestrians use the refuge,
- One resident (a parent at the school) stated that they “*have no real issues crossing the road*” when referring to the crossing point.

Note: a separate petition opposing all of the options with 46 signatures from residents in the area has also been received.

Option 1 – Double yellow lines

36. This option provides the greatest level of visibility for pedestrians of motorists and vice versa at all times of day. Further, it improves the crossing width without the need for any signage.
37. This option does, however, reduce available on street parking by approximately 3 spaces. Further, loading and unloading could still take place and regular enforcement would be required to ensure that the measure was effective.
38. **Specific comments on this option in the consultation response were as follows:**

“will not solve the problem and in my view might possibly encourage traffic to speed up as the road will be wider and the improved visibility for drivers, particularly leaving town might encourage them to speed up sooner.”

“significantly reduce the already inadequate provision for parking for residents who live here. This will become more of an issue if residents parking is introduced which is hopefully likely to happen in the near future.”

“of reducing the number of cars parked improves visibility slightly for pedestrians but there would still not be visibility as far as the houses opposite the doctors. Therefore traffic exceeding 20mph would still be difficult to see, and with less cars parked before the crossing they are likely to speed up as they see clear road and a 30mph sign ahead.”

“ this would be my preferred option as it would guarantee clear visibility”

Option 2 – Single yellow line

39. This option is largely similar to option 1 but proposes the use of single rather than double yellow lines. Option 2 improves visibility for pedestrians and motorists as well as improving the crossing width. Unlike option 1, this option would enable off-peak parking.
40. Two signs would need to be installed adjacent to the single line section increasing street clutter. Further, even when the restriction on parking was in force, loading and unloading could still take place and regular enforcement would be required to ensure that the measure was effective.
41. **Specific comments on this option in the consultation response were as follows:**

“will not solve the problem and in my view might possibly encourage traffic to speed up as the road will be wider and the improved visibility for drivers, particularly leaving town might encourage them to speed up sooner.”

“significantly reduce the already inadequate provision for parking for residents who live here. This will become more of an issue if residents parking is introduced which is hopefully likely to happen in the near future.”

“of reducing the number of cars parked improves visibility slightly for pedestrians but there would still not be visibility as far as the houses opposite the doctors. Therefore traffic exceeding 20mph would still be

difficult to see, and with less cars parked before the crossing they are likely to speed up as they see clear road and a 30mph sign ahead.”

Option 3 – Extend build out

42. This would be likely to be the most expensive of the options presented due to the significant length of pedestrian build-out proposed. This option would provide the greatest visibility improvement for pedestrians whilst also increasing the crossing width.
43. As with options 1 and 2, there would be a loss of 3 parking spaces however and loading and unloading could still take place, although the impact is likely to be reduced in this option due to the inclusion of the build-out.
44. **Specific comments on this option in the consultation response were as follows:**

“will not solve the problem and in my view might possibly encourage traffic to speed up as the road will be wider and the improved visibility for drivers, particularly leaving town might encourage them to speed up sooner.”

“significantly reduce the already inadequate provision for parking for residents who live here. This will become more of an issue if residents parking is introduced which is hopefully likely to happen in the near future.”

“of reducing the number of cars parked improves visibility slightly for pedestrians but there would still not be visibility as far as the houses opposite the doctors. Therefore traffic exceeding 20mph would still be difficult to see, and with less cars parked before the crossing they are likely to speed up as they see clear road and a 30mph sign ahead.”

“I am writing to express my support for option 3 from the 4 options presented... As a parent of children at Knavesmire and Millthorpe school and a regular user of the crossing at the junction of Bishopthorpe and Campleshon Roads, I am very much aware of the dangers involved in using the crossing and of the need to prevent the line of sight being blocked by parked vehicles at this location. I feel that this option is the only one from those presented that would effectively reduce these dangers.”

Option 4 – Remove refuge and right turn lane

45. This option was included as local residents were of the view that this might improve the crossing opportunities at this location.
46. Whilst this option improves visibility for pedestrians and would deliver an improved crossing width with a greater number of pedestrians able to wait at the kerb edge, officers are not supportive of this option. This is due to the removal of the two stage crossing opportunity for pedestrians. Further, the loss of the southbound right turn lane from Bishopthorpe Road in to Campleshon Road may lead to queuing traffic. In turn, the loss of a vehicle ‘pinch-point’ could lead to an increase in vehicle speeds. It is also likely that this would be a high cost scheme, due to the level of construction required.
47. **Specific comments on this option in the consultation response were as follows:**

“more dangerous as we will have to cross two lanes of traffic at a time instead of having the island in the middle and having the option of crossing one lane at a time (which in my view is fine as it is).”

“get rid of the crossing refuge island would make it more difficult to cross as you would have to cross 2 lanes in one go.”

Option 5 – Defer the decision.

48. This option was not presented to local residents as the other requests for changes to the highway were not known at the time. However, 3 residents requested that the safety of the crossing and the changes to parking availability need to be considered together. It should be noted that the process to change the Traffic Regulation Order to implement a Residents Parking Zone and extend the parking restrictions incorporates the opportunity for objections to be made to the proposal.
49. This option gives the council an opportunity to create a balanced scheme which seeks to improve the current situation for all road users by considering a number of issues at once.

Council Plan

50. The plan is built around 3 key priorities:

A prosperous City for all

Looking after the City's most vulnerable road users; enabling them to travel safely. Supporting local businesses by enabling the public to access their goods and services.

A focus on Frontline Services

Delivering a street-scene which balances the needs of local residents and the travelling public.

A Council that listens to residents

The Council has listened to local residents and the travelling public over a sustained period to deliver a street-scene which meets the needs of both groups as far as is possible.

51. **One Planet Aims** – The work undertaken to date at the junction of Campleshon Road and Bishopthorpe Road has improved the setting for pedestrians and cyclists.

52. **Implications**

Financial – It is anticipated that funding for a scheme to improve the crossing would be available in the Safety Schemes block within the Transport Capital Programme supported where necessary with Ward Committee funding.

Human Resources – N/A

Equalities – N/A

Crime & Disorder N/A

Information Technology N/A

Property – N/A

Other Physical N/A

Risk Management

53. 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:

Andrew Bradley
Sustainable Transport Manager
Tel No: 01904 551404

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director of Transport, Highways and
Environment

Report **Date** 06.0319
Approved

Wards Affected:

All

For further information please contact the authors of the report

Background papers

Planning and Transport (City Centre Area) sub-committee:
5 January 2006 (Officer report, appendices and decision) (Please contact report author)

Planning and Transport (City Centre Area) sub-committee: 6 April 2006
(Officer report, appendices and decision) (Please contact report author)

Executive Member Decision Session, Transport & Planning: [14 July 2016](#); [13 October 2016](#) and [14 December 2017](#) (Officer report, appendices and decision);

Annexes

Annex A – Consultation extents

Annex B – Crossing consultation letter and option plans

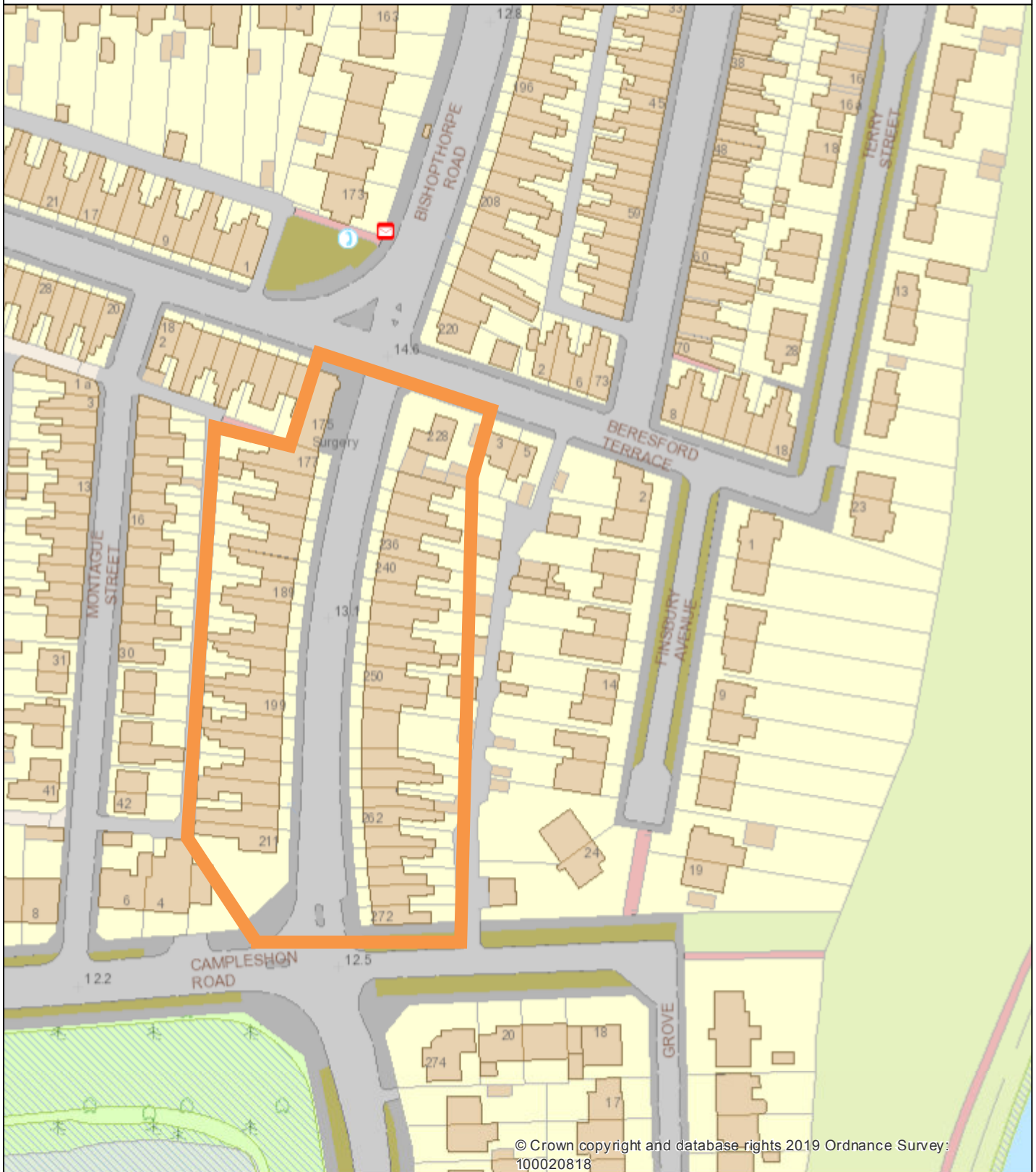
Annex C -- Residents Parking Petition

Annex D -- Proposed Parking Restrictions South of Campleshon Road

Annex E – Proposed Clearway on Bishopthorpe Road

Annex F – Petition Objecting to Road Safety Scheme

Consult Extents



Date: 08 Feb 2019
Author: City of York Council
Scale: 1:1,250



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Economy and Place Directorate

West Offices
Station Rise
York YO1 6GA

Tel: 01904 553496
Email: ben.potter@york.gov.uk

Our Ref: TP/160003/19/01

11 February 2019

Dear Resident,

CONSULTATION:
Options for changes to parking on Bishopthorpe Road

In response to a petition submitted to the City of York Council's Executive Member for Transport concerning Bishopthorpe Road crossing points, the Council's Transport team was asked to undertake a detailed review. It was specifically requested that this include an assessment of the crossing point at the junction of Bishopthorpe Road and Campleshon Road, in part due to concerns raised by parents and children at Knavesmire Primary school.

Separately, the Transport team at the Council was also contacted last year by Micklegate Ward Councillor, Jonny Crawshaw on behalf of concerned Knavesmire Primary School parents regarding the crossing point on Bishopthorpe Road close to its junction with Campleshon Road.

The site was reviewed and four options developed to improve visibility for pedestrians using the crossing point. These are described below and plans illustrating the proposals and providing some pros and cons for each option are enclosed.

Option 1 - 20m extension to the existing no waiting at any time restrictions (Double Yellow Lines) and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

Option 2 - 20m part-time no waiting restriction (Single Yellow Line) enforceable 8am - 5pm, Monday to Friday (times subject to confirmation) and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

Option 3 - Scheme provides a 20m extension to the existing build-out along with no waiting at any time parking restrictions (Double Yellow Lines).

Option 4 - Scheme removes the existing refuge island and right lane and builds out the kerbs to reduce the overall crossing length. Crossing width widened by 0.8m.

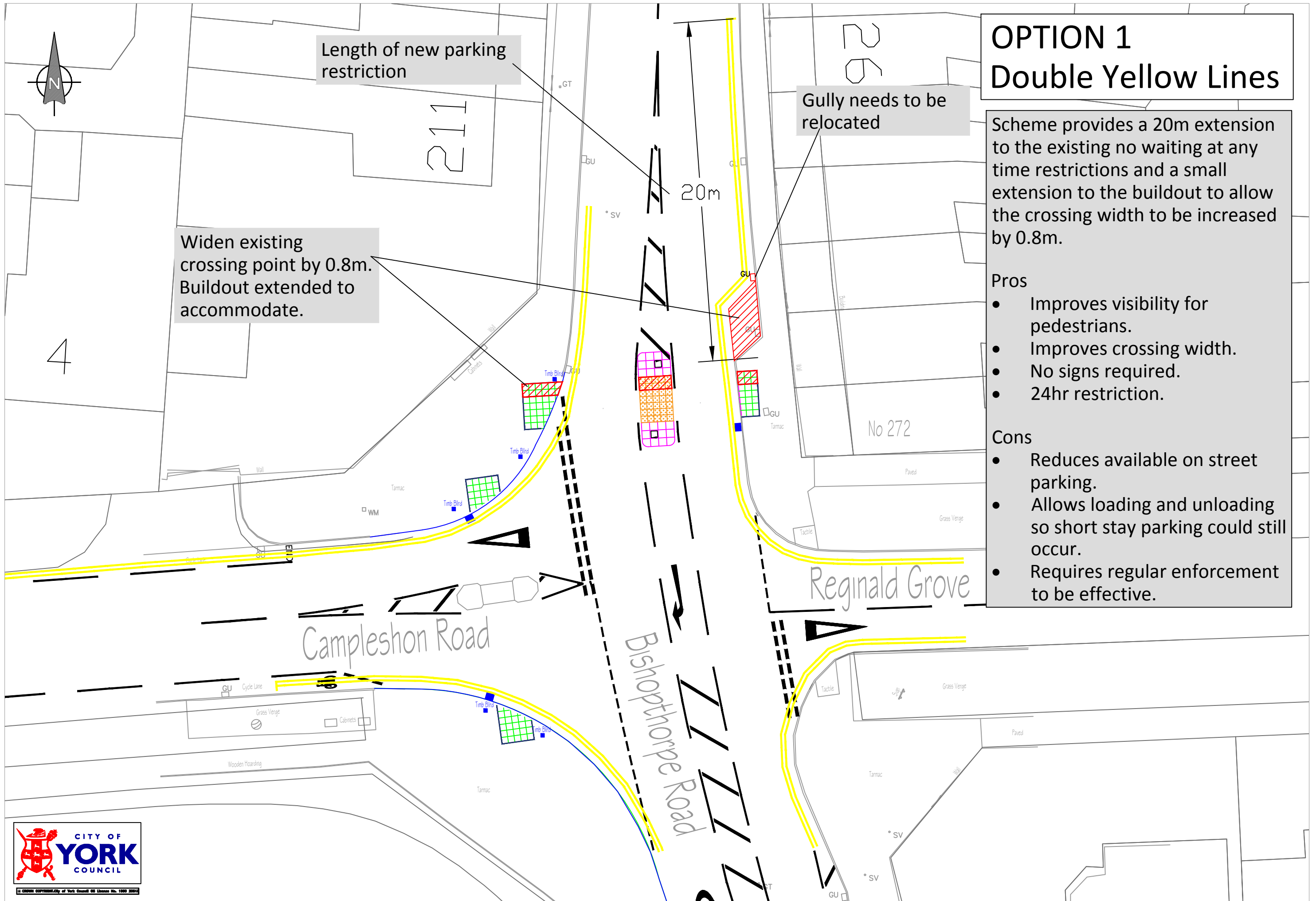
If you would like to make any comments, positive or negative regarding these proposals, please submit them to me no later than **Monday 25th February 2019**, preferably in writing or by email. All comments will be included in a report to the Executive Member for Transport and Planning to help decide if any proposals should proceed.

If the proposals are approved, a traffic regulation order would be required for the parking restrictions. This would be advertised in the local press and by posting notices on site, any objections to the scheme at this stage would also be considered by the Executive Member for Transport and Planning.

Please note that any comments submitted should relate only to this location. Any comments relating to highways issues at other locations will not be considered as part of this consultation.

Yours faithfully,

Ben Potter
Engineer – Transport Projects



Length of new parking restriction

Widen existing crossing point by 0.8m. Buildout extended to accommodate.

Gully needs to be relocated

20m

OPTION 1 Double Yellow Lines

Scheme provides a 20m extension to the existing no waiting at any time restrictions and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

Pros

- Improves visibility for pedestrians.
- Improves crossing width.
- No signs required.
- 24hr restriction.

Cons

- Reduces available on street parking.
- Allows loading and unloading so short stay parking could still occur.
- Requires regular enforcement to be effective.

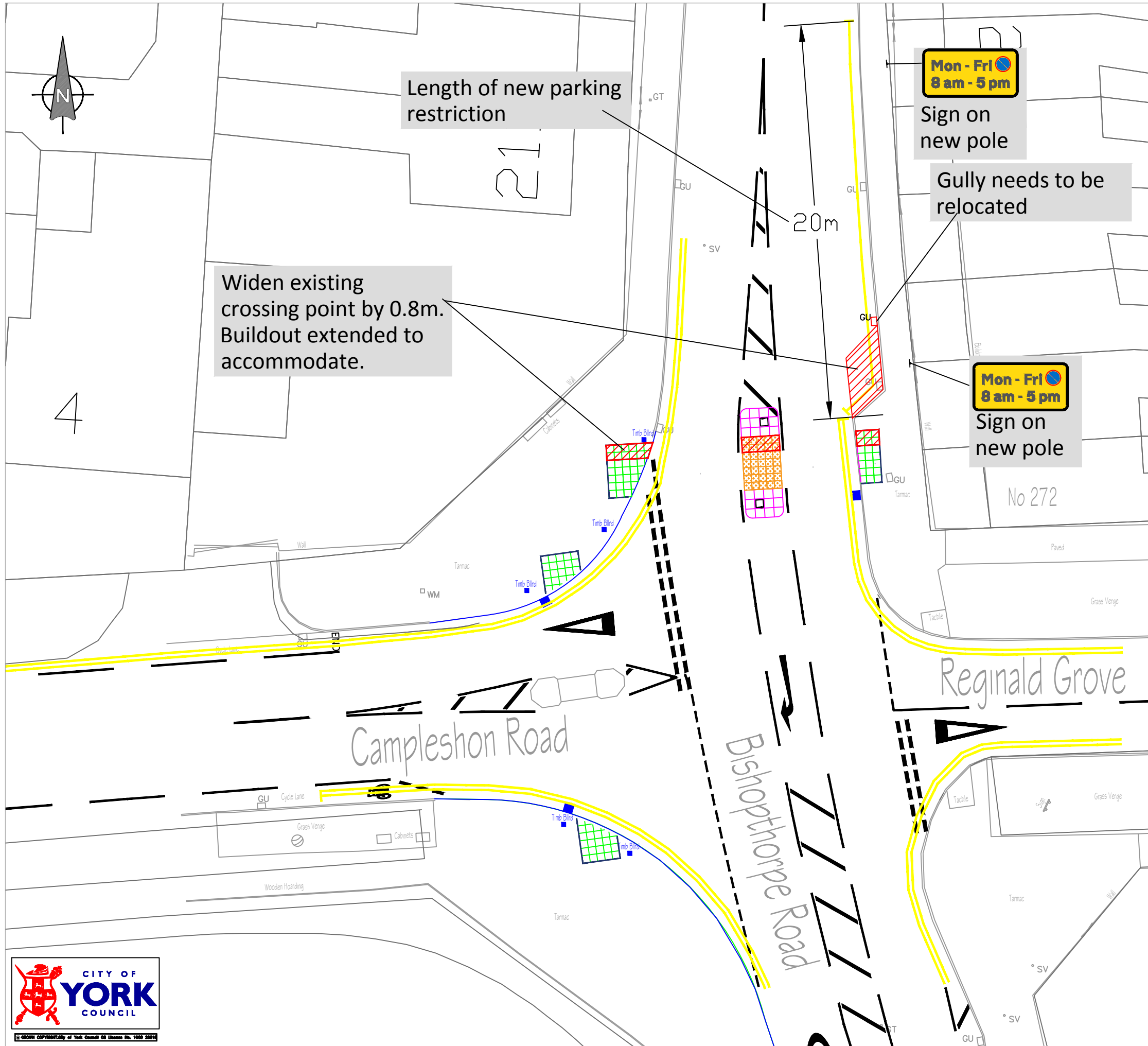


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OPTION 2 Single Yellow Line

Scheme provides a 20m part-time no waiting restriction enforceable 8am - 5pm, Monday to Friday and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

- Pros**
- Improves visibility for pedestrians.
 - Improves crossing width.
 - Allows parking off-peak.
- Cons**
- Requires two signs to be installed increasing street clutter.
 - Allows loading and unloading so short stay parking could still occur.
 - Requires regular enforcement to be effective.



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OPTION 3 Extend Build-out

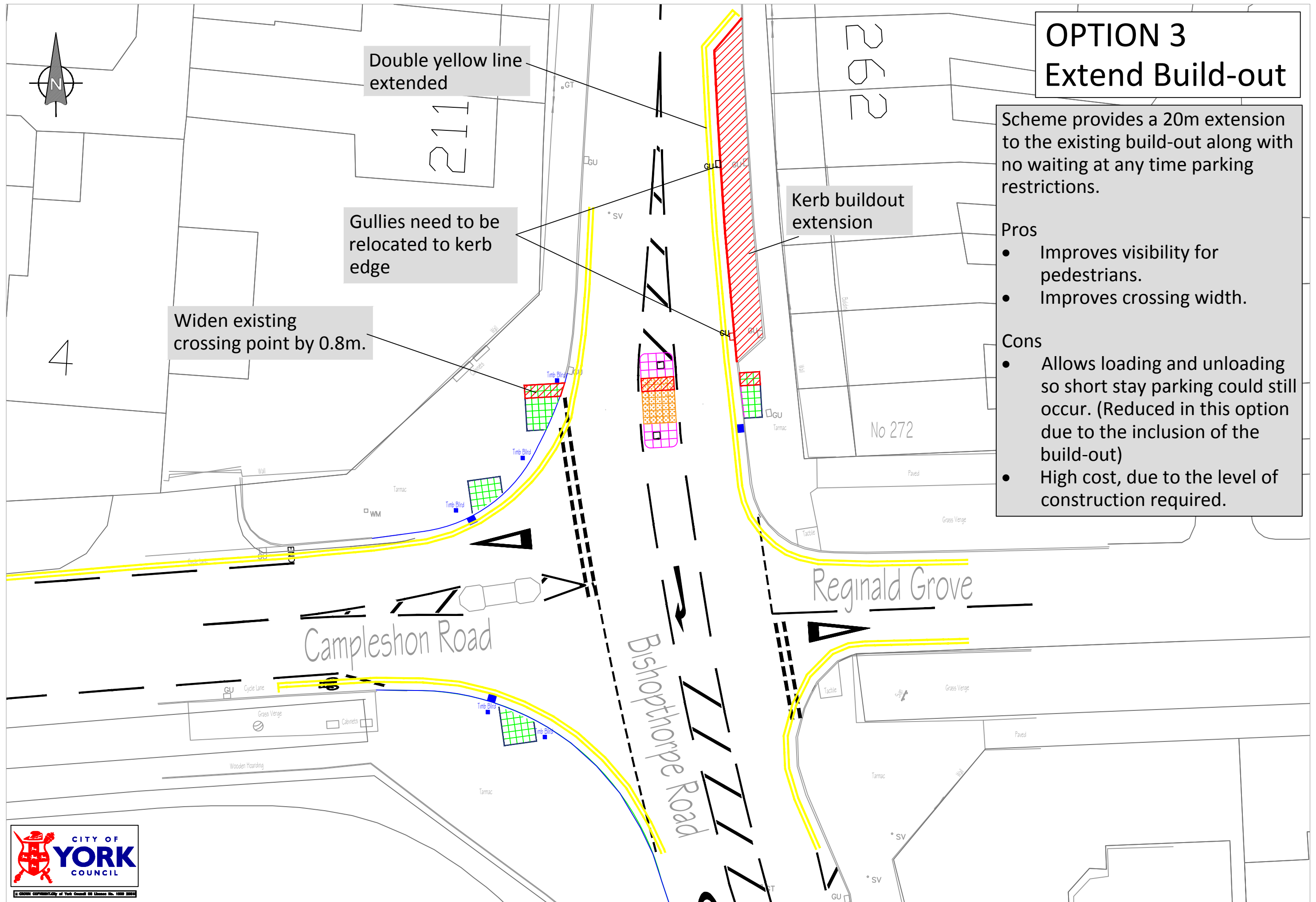
Scheme provides a 20m extension to the existing build-out along with no waiting at any time parking restrictions.

Pros

- Improves visibility for pedestrians.
- Improves crossing width.

Cons

- Allows loading and unloading so short stay parking could still occur. (Reduced in this option due to the inclusion of the build-out)
- High cost, due to the level of construction required.



Double yellow line extended

Gullies need to be relocated to kerb edge

Widen existing crossing point by 0.8m.

Kerb buildout extension

Reginald Grove

Campleshon Road

Bishopthorpe Road



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OPTION 4 Remove refuge and right turn lane

Scheme removes the existing refuge island and right lane and builds out the kerbs to reduce the overall crossing length. Crossing width widened by 0.8m.

Pros

- Improves visibility for pedestrians.
- Improved crossing width allows more pedestrian to wait at the kerb edge.

Cons

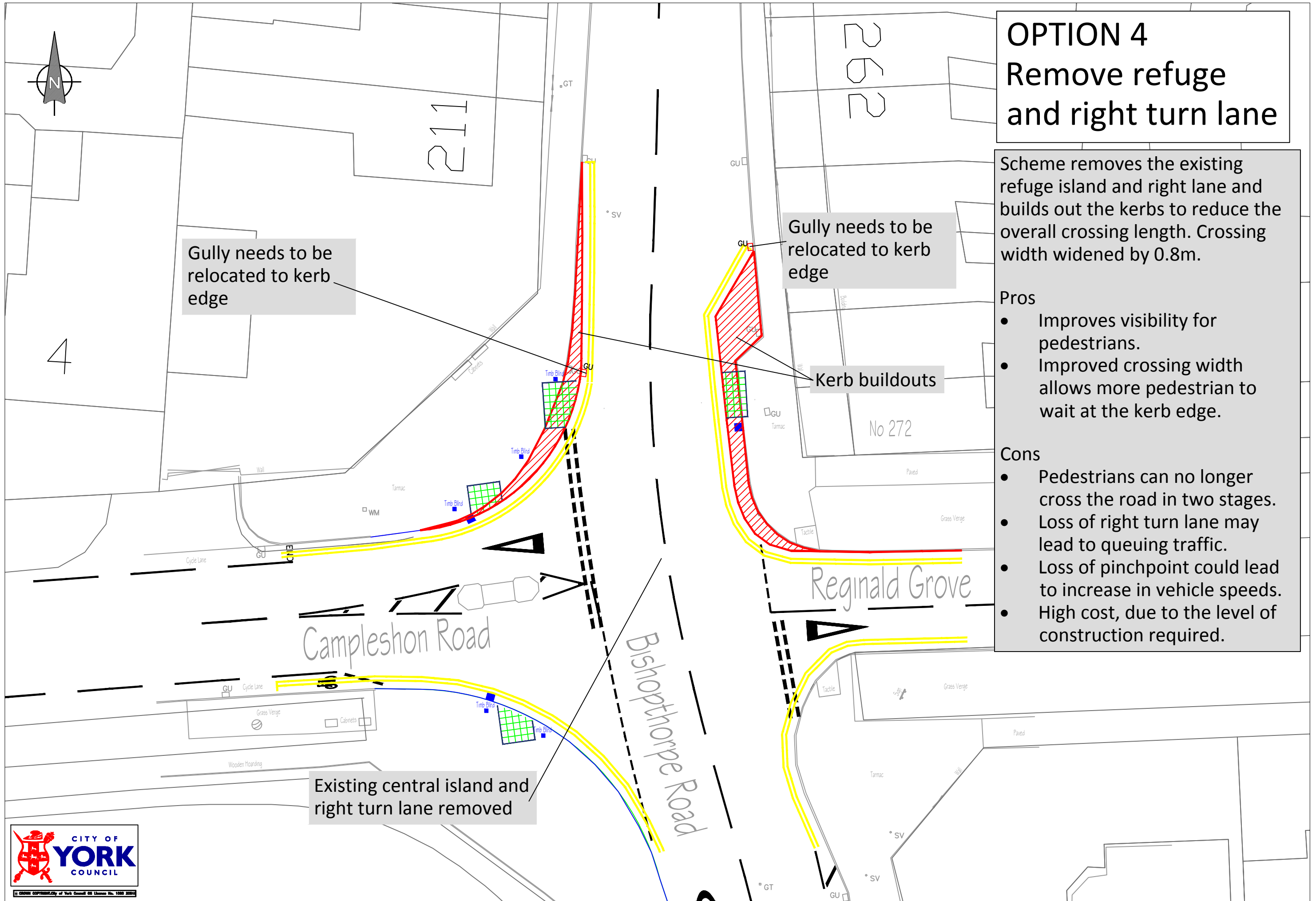
- Pedestrians can no longer cross the road in two stages.
- Loss of right turn lane may lead to queuing traffic.
- Loss of pinchpoint could lead to increase in vehicle speeds.
- High cost, due to the level of construction required.

Gully needs to be relocated to kerb edge

Kerb buildouts

Gully needs to be relocated to kerb edge

Existing central island and right turn lane removed



Bishopthorpe Rd Residents Parking Petition Covering Letter and Front Page

City of York Council
Directorate of Economy and Place
West Offices
Station Rise
York YO1 6GA

Date 30th January 2019

Dear Sir or Madam, Please find attached a **Petition** that has been raised requesting that City of York Council carry out a formal consultation for the introduction of "Residents Parking" on a section of Bishopthorpe Road as detailed below.

In particular between Beresford Terrace and Reginald Grove (including properties 230 – 270) and Balmoral Terrace (including properties 177 – 211), Both sides of this section of road at the same time.

We respectfully request that both sides of our section of road be included in (R58C) zone, giving some residents flexibility accommodating patient's needs at the South Bank Medical Centre located on the corner of Bishopthorpe Road and Balmoral Terrace.

If only one side is included in (R58C) zone it would result in some residents on the other side of the road not able to park and will have to trawl round other streets and roads with a different Zone number, when there was a parking space near to their house on the other side. This problem never occurs in streets, terraces and groves already enjoying `Residents Parking`. This sensible method of designating Zone numbers to Groves, Terraces and streets along Bishopthorpe Road where `Residents Parking` has now been introduced, should be applied to us on Bishopthorpe Road and have no difference in zone number from one side of the road to another.

Details of our Petition.

Every property has been visited to see if the resident/ residents were for or against this request we propose, with the vast majority being in favour therefore we attach our Petition so that our request can be considered.

All Properties 230 – 270 inclusive and 177 – 211 inclusive were visited. # This was 38 properties. In Favour were 34 properties. 1 against, 1 undecided and 2 properties where residents were leaving within a few weeks.
A total of 52 signatures in Favour.

PZ ...

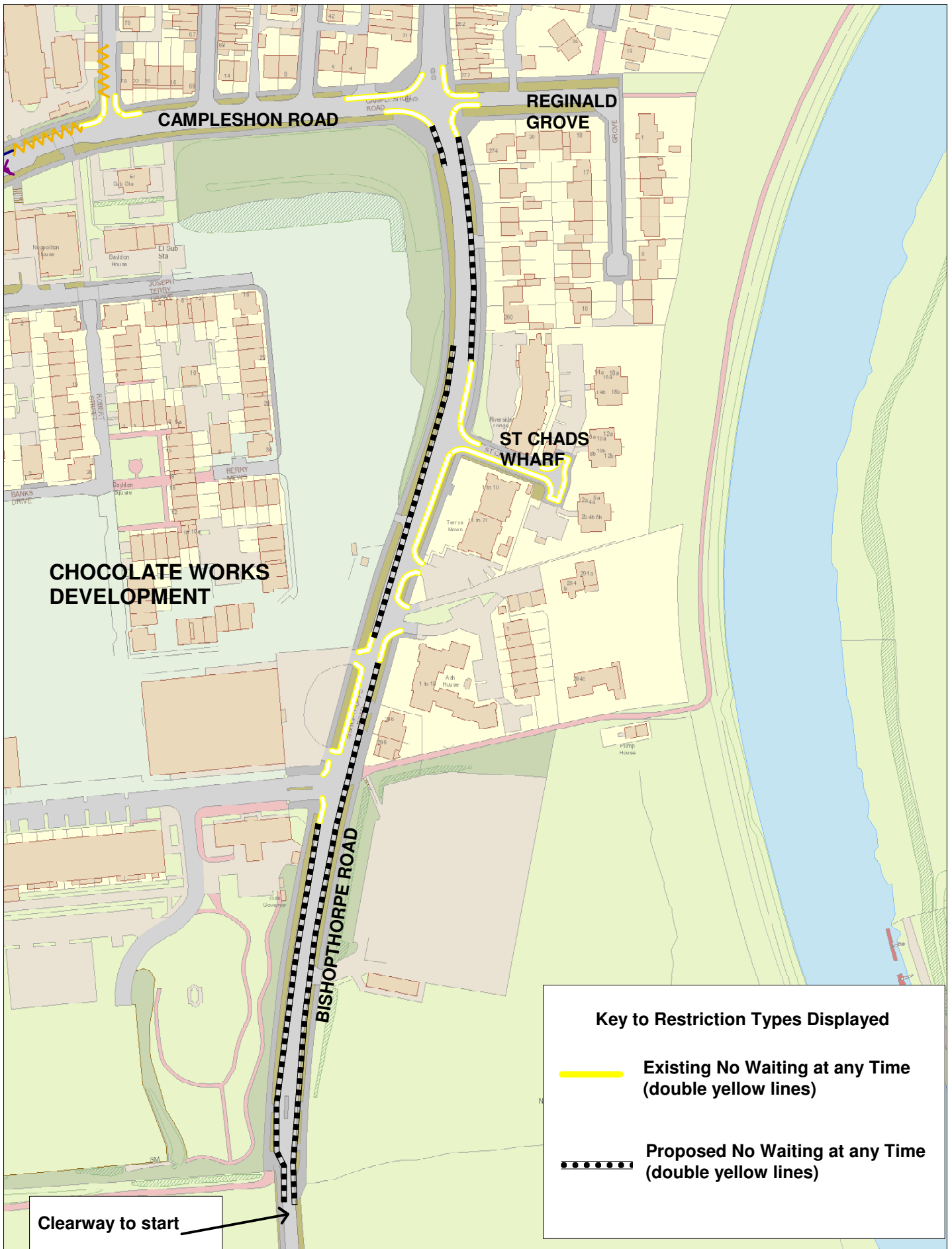
We understand that a similar Petition is being submitted or has been submitted recently by residents of Balmoral Terrace and would ask that this Petition to be considered at the same time as both Balmoral Terrace and Bishopthorpe Road parking issues may affect each other.

Petition to:	City of York Council
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Petition Summary and Background	<p>Since the introduction of additional "Residents Priority Parking Schemes" in adjacent streets along Bishopthorpe Road, and new residents have moved into properties in The Chocolate Works development (where parking is limited).</p> <p>We as residents on Bishopthorpe Road between Beresford Terrace to Reginald Grove (even number side) and Balmoral Terrace to Campleshon Road (odd number side) find it impossible to find any parking spaces at all times of day. Adding to this problem we are witnessing vehicles being parked all day with owners walking over the Millennium Bridge to work etc.</p>
--	--

Action Required	<p>Therefore we the undersigned are petitioning for a "Residents Priority Parking Scheme" to be introduced on Bishopthorpe Road between Beresford Terrace to Reginald Grove (including properties 230 – 270) and Balmoral Terrace to Campleshon Road (including properties 177 – 211). And our Petition to be included in the Balmoral Terrace consultation as each has a direct affect on the other. Also we respectfully request that both sides of our section of road be included in (R58) zone, giving us some flexibility accommodating patients parking needs at South Bank Medical Centre located on the corner of Bishopthorpe Road and Balmoral Terrace.</p>
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Name - Printed	Name - Signed	Address	Comments	Date
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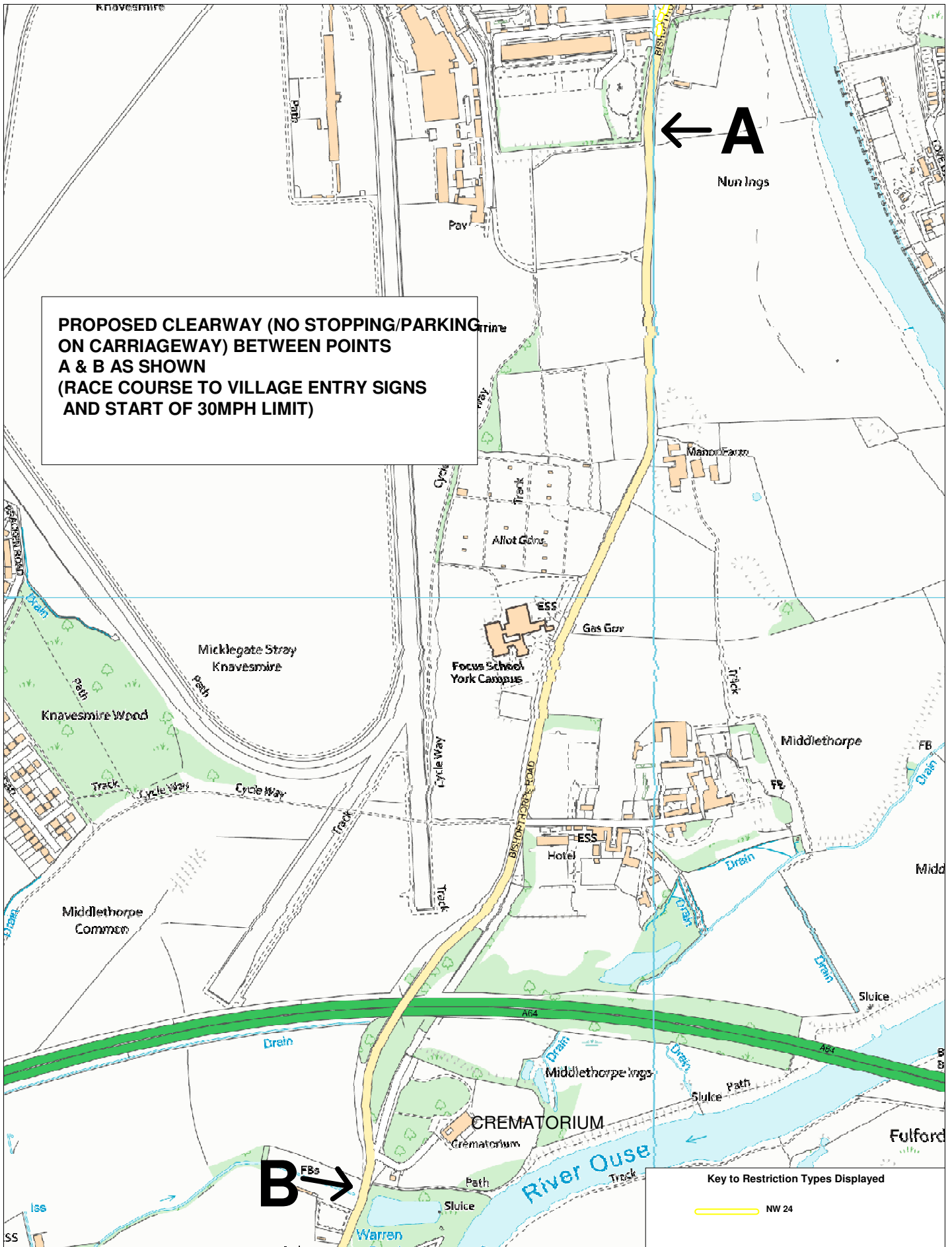


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Bishopthorpe Road

SCALE	1 : 2200
DATE	27/02/2019
DRAWING No.	
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**Bishopthorpe Road
Proposed Clearway**

SCALE	1 : 7098
DATE	27/02/2019
DRAWING No.	
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Bishopthorpe Road Objection Petition and Covering Letter

City of York Council
Directorate of Economy and Place
West Offices
Station Rise
York YO1 6GA

Date 25th February 2019

For that Attention of Neil Ferris,

Re: CONSULTATION

Options for changes to parking on Bishopthorpe Road

Please find attached a **Petition** that has been raised by neighbours objecting to the proposed changes to the junction of Bishopthorpe Road and Campleshon Road / Reginald Grove crossing point.

The Residents petitioned are between Beresford Terrace and Reginald Grove (including properties 230 – 270) and Balmoral Terrace (including properties 177 – 211),

We respectfully request that instead of these proposed options that consideration should be made to install a Pelican Crossing.

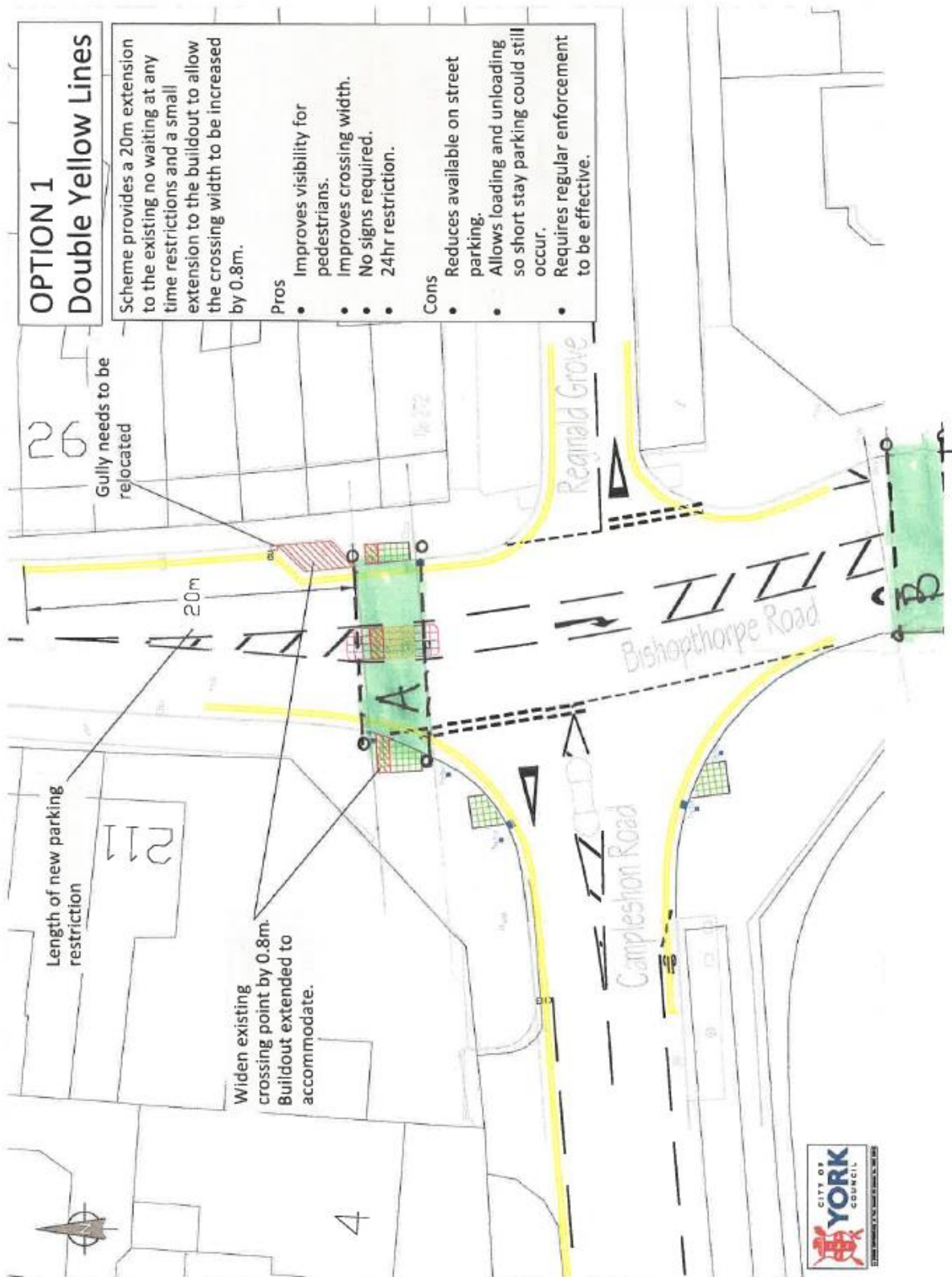
The proposed changes will not only waste more Tax Payers money but will not solve the problem. They will not slow traffic down.

A Pelican Crossing will do just that. The problem will be solved.

If a Pelican Crossing is not approved at the existing crossing point marked A, then it is suggested that a Pelican Crossing be positioned at position B, immediately past the 30mph sign.

But any changes in parking, removing the number of parking places should be discussed at the same time as an earlier Petition to introduce Residents Priority Parking which was submitted to Alistair Briggs on 31st January 2019

A Pelican Crossing would not have direct impact on the contents of that petition.



OPTION 1
Double Yellow Lines

Scheme provides a 20m extension to the existing no waiting at any time restrictions and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

Pros

- Improves visibility for pedestrians.
- Improves crossing width.
- No signs required.
- 24hr restriction.

Cons

- Reduces available on street parking.
- Allows loading and unloading so short stay parking could still occur.
- Requires regular enforcement to be effective.

Details of this Petition.

Every property has been visited to see if the resident/ residents were in favour of any of the options or against the proposed changes, with the vast majority being in against because of the reason stated. Therefore we attach our Petition so that our objections can be considered.

All Properties 230 – 270 inclusive and 177 – 211 inclusive were visited. This was 38 properties. Residents from 34 properties, residents at 1 were not available, and 2 properties were where residents were leaving within a few weeks. A total of 46 signatures against the options from the 34 properties.

Petition to:	City of York Council
---------------------	-----------------------------

STATEMENT: - Petition against proposed changes to parking on Bishopthorpe Road	We the undersigned petition the Council to not go through with any of the 4 options proposed in the consultation. Instead, as vehicles approach the crossing heading out towards Bishopthorpe, there should be signs warning of children crossing at school times and a flashing speed limit sign for vehicles exceeding 20mph.
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JUSTIFICATION:-	This is a petition against 4 options for changes to parking on Bishopthorpe Road. Option 1-3 of reducing the number of cars parked improves visibility slightly for pedestrians but there would still not be visibility as far as the houses opposite the Doctor's. Therefore traffic exceeding 20mph would still be difficult to see, and with less cars parked before the crossing they are likely to speed up as they see a clear road ahead. Option 4 to get rid of the crossing refuge island would make it more difficult to cross as you would have to cross both lanes in one go.
------------------------	--

Name - Printed	Name - Signed	Address	Comments	Date
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