

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

To: Councillor D'Agorne (Executive Member)
Date: Thursday, 21 November 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 **4:00 pm on Monday 25 November 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 Wednesday 20 November 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 - 18)
To approve and sign the Minutes of the meeting held on 24 October 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 20 November 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 Officer 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 Officer (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. Victoria Bar Access** (Pages 19 - 54)
The Executive Member will receive a report which contains cost estimates, stakeholder feedback and design options for resolving the issues of entry and exit from Victoria Bar. A decision is required on which option should be taken forward for detailed design and implementation.

5. Lord Deramore's Primary School Safety Zone (Pages 55 - 70)

The Executive Member will consider a report which details the results of consultation including the advertisement of Traffic Regulation Orders in relation to proposed improvements to the school safety zone for Lord Deramore's Primary School in Heslington.

6. Strensall Road, Earswick Experimental 40mph Speed Limit (Pages 71 - 82)

The Executive Member will receive a report which details the results of an experimental traffic regulation order to introduce a 40mph speed limit on Strensall Road, Earswick and asks the Executive Member to make a decision on whether to make the order permanent.

7. Urgent Business

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

Democracy Officer:

Name – Michelle Bennett

Telephone – 01904 551573

E-mail – michelle.bennett@york.gov.uk

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

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

Contact details are set out above.

This page is intentionally left blank

City of York Council

Committee Minutes

| | |
|---------|---|
| Meeting | Decision Session - Executive Member for Transport |
| Date | 24 October 2019 |
| Present | Councillor D'Agorne |

24. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda.

The Executive Member declared a personal non-prejudicial interest in the items in his ward Fishergate, in that he had received petitions or spoken with residents.

He also declared a non-prejudicial interest in agenda item 12, Cycling in High Petergate, as a long-term supporter of York Cycle Campaign.

25. Minutes

Resolved: That the minutes of the following Decision Sessions of the Executive Member for Transport and Planning held on:

- 19 September, and
- 29 August

be approved and signed by the Executive Member as a correct record.

26. Public Participation

It was reported that there had been 20 registrations to speak at the meeting under the Council's Public Participation Scheme.

The Executive Member announced that he would invite each speaker to speak during consideration of the item to which their

comments related , rather than hear all registered speakers under the Public Participation item.

27. Osbaldwick Area 20mph Speed Limit

The Executive Member received a report which recommended expanding 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.

The following options were available:

Option 1 – No further action.

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

Option 3 – Advertise a 20mph speed limit TRO to cover the Osbaldwick area shown in Annex D. This is the recommended option because it achieves the most in terms of reduced speeds, impact on the village streetscape and future maintenance costs.

Councillor Warters, Ward Member for Osbaldwick & Derwent, spoke in support of the recommended option.

Resolved: That option 3 for progressing to the formal Traffic Regulation Order process be approved.

Reason: To respond to the concerns of local residents relating to vehicle speed and the number of traffic signs in the village area and to reduce the future ongoing maintenance costs due to the removal of so many signs and poles.

28. 2018 Annual Review of Traffic Regulation Order Requests

The Executive Member considered a report reviewing Traffic Regulation Order (TRO) requests from 2018. Approval was requested to advertise the amendments to the TRO required to introduce the restrictions detailed in Annexes A to U. In addition, if there were no objections raised with regard to the above proposals, approval was requested to implement the amendments to the TRO as set out in the officer's report. Approval was also requested for confirming the funding from the

S.106 agreement for permits for a residents parking scheme close to the new Monks Cross stadium (Annex W).

The following options were available:

- A. Approve the officers recommendation for proposals to be advertised, or not, for each location.
- B. Defer the proposal for further information to be brought back to a subsequent Decision meeting.
- C. Amend the proposal depending on circumstances.

Representations were heard from the following registered speakers on the issues mentioned below:

Cllr Fenton, Ward Councillor for Dringhouses and Woodthorpe – expressed concerns about congestion causing access problems for buses and for residents of properties off North Lane.

Cllr Doughty, Ward Councillor for Strensall spoke about the parking issues associated with collection of pupils from after school clubs at Robert Wilkinson School. He considered that any extension to double yellow lines should be subject to results of consultation directly affected and those nearby

Councillor Pavlovic, Ward Councillor for Hull Road expressed concern regarding the proposed restrictions in front of the play park on the south side of the carriageway on Deramore Drive as he did not want to discourage families from using the park.

Emilie Smeaton, local resident in Robin Grove, Holgate Ward, spoke in support of the recommended option for parking restrictions as there had been so much tension in this area due to inconsiderate parking mainly by non-residents.

Resolved:

- (i) That the recommended approach for each request as identified in Annexes A to U be approved with the exception of the following:
 - E9 – requested officers to take forward the alternative option on the report and advertise restrictions on south west of the carriageway due to long-term obstructive parking issues.

- G3 – Agreed to advertise a length of No Waiting at Any Time restrictions on the south side of the carriageway adjacent to 42 – 54 Heslington Lane as requested by the resident.
- G6 – Resolved to take no action at this time and highlighted the need for further consultation with residents regarding parking, which may lead to a residents parking zone.
- H2 – Requested officers to take forward a short length of No Waiting at any Time restrictions at the junction of Landsdowne Terrace with the Access Road leading to Granville Terrace for improved access for larger vehicles.
- I2 – Resolved to take forward Option 2 on the report, to implement as advertised in December 2017, as requested by Ward Councillors and residents.
- J6 – Requested officers to take forward junction protection waiting restrictions (double yellow lines) at the junction of Tang Hall Lane and Walney Road/Wolfe Avenue with no action to be taken at the junction of Melrosegate/Wolfe Avenue in order to protect
- M1 – Approved the officer recommended option with the addition of a timed restriction to allow 1 hour parking on the south side of the carriageway on Deramore Drive to facilitate parking for the children’s play area at the request of the Ward Councillor
- U2 – Requested officers to replace part of the recommended waiting restrictions on the south east side on Broad Highway with a School Clearway to prevent loading/unloading activities at school peak hours

- (ii) That any objections received to the legal advertisement to the proposed amendments to the TRO’s would be taken for consideration at a subsequent Decision Session.
- (iii) Approved the implementation of any amendments to the TRO’s if there were no objections raised in respect of the advertised changes.

Reason: To ensure that appropriate changes are made to traffic restrictions to address concerns raised by residents.

(iii) (Residents Parking associated with Monks Cross Stadium). Approved the use of S.106 agreement funding to cover permit costs for 2 years and to review the scheme before 2 years are up.

Reason: To mitigate the effects the stadium development may have on the local community.

29. Consideration of Representations Received in Response to Advertised Amendments to the Traffic Regulation Order

The Executive Member received the report to consider the representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order (TRO)

The options available for each item were:

- a) Implement as advertised
- b) Uphold the objections and take no further action
- c) Uphold the objections in part and implement a lesser restriction that advertised

Representations were heard from the following registered speakers on the issues mentioned below:

Peter Smith, local resident to the Hull Road Ward spoke about Newland Park Drive/Newland Park Close at Hull Road Ward (Annex D). This area is subject to heavy parking during University terms. The junction has very little or no visibility. He requested that the proposed restrictions be extended. He also requested that restrictions on the west side of Newland Park Close be extended to the boundary line of Number 6 Newland Park Close as this was another dangerous part of the junction.

In response to Mr Smith's concerns regarding accuracy of measurements the Traffic Project Officer confirmed that all measurements had been checked and that the Council's legal team could confirm this.

The Executive Member was keen to implement the scheme as advertised and to continue to monitor the area for the concerns

raised by Mr Smith, so as to avoid any delay in the implementation of this scheme.

Cllr Pavlovic, Ward Member for Hull Road, spoke on both Newland Park Drive/ Newland Park Close and Carlton Avenue/ Hull Road junction, in support of the recommended option commenting that the proposed restrictions were urgently required and would need to be monitored to see if the restrictions extend as far as they should to address the concerns raised.

On Carlton Avenue/ Hull Road junction, the officer report had stated that no comments had been received from Councillors Pavlovic and Norman, however both had submitted comments.

Resolved:

- (i) That the recommended approach for each request as identified in Annexes A to G be approved with the exception of A2.
- (ii) Regarding annex A2, that option 2 of the officer's report, to uphold the objections and take no further action, be taken forward, as requested by Ward Councillors and residents.

Reason: To ensure that appropriate changes are made to traffic restrictions to address concerns raised.

30. Residents Parking Consultations

The Executive Member received the report detailing the consultation results for Clifton Dale and Pasture Farm Close, undertaken between January and March 2019.

The options available were:

- Option 1 - Advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for Pasture Farm Close to operate 24 hours, 7 days a week. To include an extension of no waiting at any time restrictions (double yellow lines) as shown on the enclosed plan (Annex B3). This was the recommended option because it reflects the majority opinion.

Option 2 - No further action at this time

Resolved: That the Council advertises an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Areas for the following:

- Clifton Dale - Option 1
- Pasture Farm Close – Option 1

Reason: To progress the majority views of the residents consulted.

31. The Groves Area Experimental Traffic Regulation Order

The Executive Member received the report which sought Approval in Principle to undertake detailed preparatory work and implement a set of measures on an experimental basis aimed at trialling the removal of through traffic from The Groves area. The significant level of through traffic had been identified as having an adverse effect on the local community in the feedback arising from consultation and surveys undertaken for the Groves Regeneration Project.

The options available were:

1. Option 1 – Note the outcome of the consultations but take no action at present. Not a recommended option.
2. Option 2 – Approve further work be carried out to determine the practicality of proposals to implement Layout Option 1. This will include Road closures, changes to the permitted movements and changes to waiting restrictions which may be required to provide space for the revised vehicle movements. Is a recommended option.
3. Option 3 – Approve further work be carried out to determine the practicality of proposals to implement Layout Option 2. This will include Road closures and changes to the permitted movements, changes to the waiting restrictions. Not a recommended option.
4. Option 4 – depending on options 2 and 3 above approve the taking forward of a permanent TRO proposal. Not a recommended option.
5. Option 5 - depending on options 2 and 3 above, approve the introduction of an Experimental TRO after works on the local

road network have been completed - currently programmed for April 2020. Is a recommended option.

6. Option 6 –depending on option 4 or 5 above approve the taking forward of a permanent TRO or an Experimental TRO to merge the existing Residents Parking zones as shown in Annex D. Is a recommended option

Representations were heard from the following registered speakers on the issues mentioned below:

Mr Roger Pierce, local resident and former Councillor spoke on behalf of Professor Tony May who was Chair of the Civic Trust Transport Group, who was in support of the removal of through traffic from the Groves area to be in the public interest.

Mr James Euesden, a resident of Penley's Grove Street, spoke in support of the removal of through traffic from The Groves area. He considered that there was currently a high volume of traffic and a number of problems associated with that, particularly as there were two schools in the area. He reported that the 20mph speed restriction was often exceeded. There had been two occasions where there were sink holes and road works which had forced traffic to slow, during which time, it had been a lot more pleasant and safer for residents.

Mr Ed Lott and Ms Marilyn Rowe, local residents, also spoke in support of the recommendations made in the officer's report. They reported that the weight and speed restrictions in the area were frequently ignored. The road is used as a cut-through to Lowther Street. They considered it to be difficult and often dangerous for families to walk through area which had a negative impact on the local community.

Janice Gray, local resident, spoke against the recommended options. She noted that there was a regeneration project to put student accommodation in the area. She considered that the removal of through traffic from The Groves area would result in more traffic backing up from Haxby and Clarence Street. She considered that housing projects also contributed to backed up roads and that the Council were preventing cars going into York.

Lorna Shrubbs, local resident, spoke not entirely objecting to the recommended options. She considered that the consultation area should be wider to include all in the Groves area, Earls and Neville Street in particular.

Gwen Swinburn, local resident, spoke in support of the recommended options. She expressed concern that only two options had been offered for consideration and requested that the consultant's report be published in full. She considered that there was no rationale in joining R10 and R7 to create a huge parking zone R25.

Ann Stacy, local resident, spoke in her capacity as Chair of the Groves Association. She considered that the recommended options would benefit everyone. That the consultation had not gone wide enough to the surrounding area. Most of the traffic cutting through this area was not local traffic.

Andrew Kennedy, local resident of St John's Street in the Groves was disappointed that there had not been any consultation to the wider Groves area.

Cllr Denise Craghill, Ward Member Guildhall, welcomed the recommended options, as the constant stream of traffic impacts on the environment and on a healthy active and safe community. Was pleased that this was an experimental order.

Andrew Shrimpton spoke on behalf of the York Cycle Campaign In support the traffic restriction order in the Groves which he considered to be the worst rat-run in the city.

The Executive Member for Transport, in his consideration of this item wanted to assure residents that they would not be prevented from accessing their homes or local shops by car.

In response to questions and comments raised from the above registered speakers and from the Executive Member, the Transport Planning Manager explained that 'diagonal closes' would be an option to allow residents to drive out of the area. The Council would consult with residents in the next six months to consider the overall picture. This would then be reviewed at this Decision Session.

The Executive Member clarified that the matter of resident parking at R10 and R7 was still under consultation and consideration. One of those areas was closer to the city than the other, he wished to avoid a situation where those residents in the Grove were given a permit to also park closer to the city.

Resolved:

- (i) That a firm set of designs be drawn up to achieve road closure Layout Option 1 shown in Annex C put forward by the consultants.

Reason: to confirm the ability / practicality to take these measures forward

- (ii) Approval in Principle for the implementation of an Experimental Traffic Regulation Order (TRO) in line with Layout Option 1 be granted subject to the outcome of detailed design, with approval of the detail of the implementation delegated to the Assistant Director Transport, Highways and Environment after consultation with the Executive Member and Ward Members.

Reason: Because although the modelling indicates the impact on the surrounding road network is potentially acceptable there is the possibility that actual driver behaviour will have a greater impact than anticipated not only on the immediate road network but also on the local residents the scheme is designed to benefit.

- (iii) That an Experimental TRO be implemented to merge some or all of the existing Residents parking zones in the area, following consultation, when the road closures are taken forward.

Reason: Because the proposed changes to the vehicle routes in the area do not fit with the existing residents parking zone boundaries and this will likely have an impact on how and where residents choose to park.

- (iv) That the Experimental TRO does not commence until the planned roadworks have been completed in the Lord Mayor's Walk area.

Reason: Because the experiment needs to be conducted at a time when road and traffic conditions are not impacted by temporary circumstances.

- (v) That authority be delegated to the Assistant Director Transport, Highways and Environment in

consultation with the Executive Member for Transport and Ward Members to approve any amendment to the Experimental TRO considered desirable during the course of the experiment, including suspension or ending of the Experimental TRO.

Reason: Because this allows the greatest level of flexibility to respond to unexpected issues in a timely manner.

32. Traffic Management Order Process and Elvington Weight Limit Petition

The Executive Member received the report which confirmed a regular review of requests for Traffic Regulation Orders relating to the movement of traffic and which reported the receipt of a petition in the form of a questionnaire requesting the introduction of a weight restriction on the B1228 through Elvington.

The Executive Member confirmed that officers had drawn his attention to errors in the report about the date of the election and the date the survey was undertaken.

The options available were:

1. Option 1 – Approve the process of considering requests for Traffic Regulation Orders relating to the movement of vehicles to be compiled into a list for regular review.
2. Option 2 – Approve the inclusion of the Elvington weight restriction on to the waiting list for further investigation.
3. Option 3 – Note the Elvington weight restriction petition but take no further action.

Suzie Mercer, previous Ward Member Elvington, spoke on this item. There had been 354 questionnaire/petitions submitted to the Council requesting that a weight restriction be implemented on the B1228 main road through Elvington. She requested weight restrictions in line with the restrictions on the surrounding areas. She considered that the problem was arising from vehicles from outside of that area.

Officers responded that there were a significant number of large vehicles that travel through Elvington. There had been a weight restriction on the bridge which had resulted in restricting those

from the neighbouring East Riding area, access to business premises. A number of similar requests for weight restrictions to other areas had been submitted. It was necessary to compile these requests relating to the movement of traffic into a list for regular review (similar to what is done for waiting restrictions) to help ensure a consistent use of orders and better manage resources. These would be reviewed in the New Year.

Resolved:

- (i) To approve option 1 – to approve the process of considering requests for Traffic Regulation Orders relating to the movement of vehicles to be compiled into a list for regular review.

Reason: Because this helps ensure greater consistency, aids workload planning and achieves resource savings.

- (ii) To approve option 2 - the inclusion of the Elvington weight restriction request on the waiting list.

Reason: Because this helps ensure greater consistency, aids workload planning and achieves resource savings.

33. Junction Alterations - Monkgate Bar

The Executive Member received the report which provided options for consideration the proposed junction alterations at Monkgate Bar. The traffic signalling equipment at this junction had life expired and had become difficult and costly to maintain, and would need to be replaced. The Traffic Signal Asset Renewal (TSAR) programme is the means by which life expired traffic signal assets across the city are refurbished. Although the programme was primarily about asset renewal, there was scope to take advantage of the opportunity to make improvements whilst refurbishing the equipment.

The options available were:

Option 1 – Approve the proposed junction layout shown in drawing Annex A.

Option 2 – Approve the proposed junction layout as shown in drawing Annex B.

Option 3 – Do not approve the presented options.

Representations were heard from the following registered speakers on the issues mentioned below:

Ms Janice Gray, local resident spoke on this item to highlight her concerns regarding traffic congestion as a result of these proposals and further traffic congestion at Lord Mayors Walk as traffic will no longer be able to drive through the Groves.

Mr Roger Pearce, local resident and former Councillor, spoke on behalf of Professor Tony May, Chairman of the Civic Trust Transport Group, expressing concern regarding the use of a pelican crossing and the proposed widening of the refuge points at Lord Mayor's walk not being large enough and suggested that this scheme should be deferred for further consideration.

Councillor Craghill, spoke in favour of recommended Option 1. She considered that the current crossings on Lord Mayor's Walk seem to work reasonably well and the proposed widening of the refuge and crossing points on Lord Mayor's Walk and addition of the uncontrolled crossing south of the Bar would be welcome improvements.

The Transport Systems Project Manager and the Assistant Director for Transport, Highways and Environment provided the following information in response to questions from the Executive Member and in response to some of the concerns that had been raised by the registered speakers:

- Other schemes had not been considered as the need arose to address this area specifically due to the need to replace the traffic signals.
- On the pedestrian island, informal crossing a higher green man signal would also be added.
- Regarding the right turn from Lord Mayor's Walk into Monkgate, and the possibility of removing a lane. The officer confirmed that the design had shown that this would not be viable.
- Highlighted the need to take into account any potential knock on effects whilst the changes in the Groves are in an experimental phase.
- Officers had intended that the work would be undertaken early next year, a deferral of this item would delay this project.

Resolved:

- (i) That Option 1 – the proposed junction layout shown in drawing Annex A be approved.
- (ii) That further consideration and consultation be undertaken with ward councillors particularly in relation to the central refuge point and the impact of a right turn ban and further to this, that decisions on adjustments be delegated to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member.

Reasons:

- This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.
- This option has no negative impact on junction capacity. Any option which reduces junction capacity would have a cumulative effect on congestion in this area if the proposed experimental Traffic Regulation Order in The Groves is implemented.

34. Petitions Updates

The Executive Member received a report that advised on the receipt of and updates on five petitions.

The options available were:

- Option 1 – Note the petition and the update on responses / action taken so far.
- Option 2 – Note the petition and add the issue to the workload list for further investigation. This is the recommended option for Towthorpe Road, and the parking charge at Monks Cross Park and Ride.
- Option 3 – Note the petition and take no action.

Representations were heard from the following registered speakers on the issues mentioned below:

Ms Steph Hayle (Community and Wellbeing Officer , University of York Students' Union) spoke about their request for a public inquiry into “York’s Failing Transport System”. Their BUStice petition had received over 2000 signatures. She stated that this

concern impacts on everyone as expensive bus fares cause more people to drive.

Officers responded that the York Civic Trust were undertaking a lot of work on this in anticipation of transport plans being revised.

Councillor Pavlovic, Ward Member Hull Road, spoke about the length of time residents have to wait from the time an application in relation to resident parking schemes are received, to implementation. He considered that these applications needed to be fast tracked or the guidance stating approximate processing time should either be removed or more accurate.

The Executive Member responded that a staff resource had recently been appointed to address these concerns. This would be reviewed in due course.

Cllr Doughty, Ward Member Strensall, spoke on concerns regarding the petition at Towthorpe Road concerning the speed of some road users requesting that the 60mph national speed limit be reduced to 40mph for the section of road between Towthorpe Road and the junction with Strensall Road. There had been several barn conversions near doubling dwelling properties and several safety concerns had been reported.

The following information was provided in response to the above questions from that speaker:

The Transport Planning Manager responded that the public transport review would be considering this. For consistency this issue would be considered at the same time as other requests for changes to speed limits.

Resolved:

- (i) That the petitions and the update on responses action taken so far for Tudor Road / Gale Lane and Thanet Road be noted.
- (ii) That the request for a revised speed limit on Towthorpe Road be added to the workload.

Reason: Because actions have been identified for the issues raised and for the speed limit request there is a waiting list of other similar issues due to be considered.

- (iii) That the request for a Public Inquiry and the anticipated action following the adoption of the Local Plan be noted.

Reason: Because a public inquiry would not be appropriate.

- (iv) The current £5 charge for non-P&R parking at Monks Cross P&R site will be maintained and not increased, which reflects the Executive Member for Finance & Performance statement at Full Council, and will be subject to a joint decision by Executive Members for Transport and Finance and Performance if any changes are proposed.

Reason: Because the impact of the stadium activities on the P&R operation cannot be accurately determined until the stadium has opened.

35. Cycling in High Petergate

The Executive Member received the report which sought approval to introduce an Experimental Traffic Regulation Order (ETRO) to permit cycling in High Petergate during Footstreet hours (i.e. 10:30 – 17:00) on a trial basis.

Representations were heard from the following registered speakers on the issues mentioned below:

Andy Shrimpton, spoke on behalf of the York Cycle Campaign considered that this route, given that it forms part of the desire line for cyclists trying to avoid the city centre via Deangate and Aldwalk, is one that is vastly preferable to navigating the convoluted route around St. Leonard's Place, and one that should be re-opened to cyclists.

Cllr Denise Craghill Ward Member Guildhall, had submitted a written representation which the Executive Member read out. She welcomed the experimental nature of this change and could see potential pros and cons. If the volume of cyclists were to increase this could be more challenging. The advantage is that the majority are commuter cyclists who pass that way earlier in the morning than tourists.

The Transport Project Manager responded that the experimental period and extensive consultation would be initially for six months before a report on this and the responses to the consultation, would be received at this Decision Session.

The Executive Member considered that this Experimental Traffic Regulation Order should commence as soon as possible.

Resolved: That the introduction of an ETRO to permit cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place) during the Footstreet hours (10:30 – 17:00) be approved, with a report back after 6 months operation, including consultation feedback, to decide if this should be made permanent.

Reason: To assess if this change improves cycle safety and convenience without introducing safety issues for pedestrians, and to better inform future decisions on the operation of the Footstreets.

36. Directorate of Economy & Place Transport Capital Programme - 2019/20 Monitor 1 Report

The Executive Member received the report that set out progress to date on schemes in the 2019/20 Economy & Place Transport Capital Programme, and proposed adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Cllr Warters, Ward Member for Osbaldwick and Derwent, spoke in support of concerns that had been raised by Holtby Parish Council regarding traffic flow being directed through Holtby due to signage. He also read out a prepared statement on behalf of local resident Mr John Foley, in relation to Holtby, expressing his disappointment that this work had not been included on the 2019/20 Transport Capital Programme Schemes. Holtby Parish Councillor, Peter Broadley, spoke enquiring when the scheme at Holtby would be undertaken.

In response to questions on Holtby, The Head of Transport explained that officers were considering the estimated costs for the scheme. They had recently received the utility costs which had been substantially higher than anticipated.

Resolved:

- (i) That a briefing note will be prepared on the junction at Holtby scheme to enable the Executive Member to make a decision on whether the scheme could be included in the 2020/21 Capital Programme and this would be shared with Ward Members and the Parish Council.
- (ii) That the amendments to the 2019/20 Economy & Place Transport Capital Programme be approved.
- (iii) That the decrease to the 2019/20 Economy & Place Transport Capital Programme, as set out in the report to the 29 August 2019 Executive meeting be noted.

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.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 2.00 pm and finished at 5.00 pm].



**Decision Session – Executive Member
Transport**

21 November 2019

VICTORIA BAR ACCESS

Summary

1. There are 2 rising bollards at Victoria Bar whose purpose is to restrict access and egress to the Bishophill area (See Annex A). Only residents within this area are currently permitted access, and this is controlled by the use of fobs at the point of access.
2. These bollards are approximately 17 years old and as such they have become life-expired and are beyond economical repair. One bollard has irreparably failed and the second is likely to irreparably fail shortly. It is not possible to obtain a maintenance contract for the system due to its age and condition.
3. This report contains cost estimates, stakeholder feedback and design options for resolving the issues of entry and exit from Victoria Bar.
4. A decision is required on which option should be taken forward for detailed design and implementation.

Recommendations

5. The Executive Member is asked to:

Approve Option 1

6. Reasons:

- 83% of consultation responses were in favour of retaining 2 way access for residents, cyclists and emergency services only.
- It will be the quickest to implement as there are less groundworks and legal processes to carry out than the other options.

- This solution has been in place for 17 years and has proven to be an effective and safe configuration.

Background

7. Rising bollards were installed at Victoria Bar in 2002 which limited the access to and from the Bishophill area to residents only. The bollards were intended to act as a deterrent for people using these residential streets as a 'rat run' and were installed after all other means of stopping such use had failed.
8. 17 Years on the bollards require replacing as the equipment is life expired and beyond economical repair.
9. Ward Councillors and residents have requested a review of other options before a replacement is commissioned and thus a consultation and feasibility exercise has been undertaken.

Consultation

10. Residents of the Bishophill Area were contacted by letter and asked for their ideas.
11. These ideas were put through a feasibility and design process. Residents of the Bishophill Area were then contacted again and asked for further comment once designs were published.
12. On 15 August 2019 a consultation event was held for residents to view indicative designs and speak to officers in person at West Offices. One additional option was suggested which was to permit entry only through Victoria Bar for Residents only. This option has been designed and included in the reported options.
13. Micklegate Ward Councillors have expressed their desire to explore further improvements to access and travel arrangements within the Micklegate Ward. This additional piece of work is likely to have benefit, however it is not required to resolve the issues identified in this report. If additional work along these lines is supported, this should be forwarded as a separate scheme.
14. Residents who are registered keepers of a current fob and return it to CoYC will be eligible for a refund of the deposit.

15. Summary of resident consultation feedback

| | |
|---|--------------|
| Replacement bollards or alternative technology (Option 1) | 52/63 – 83% |
| Full Closure with enhanced public realm (Option 2) | 8/63 – 12.5% |
| Uncontrolled Exit (Option 3) | 1/63 – 1.5% |
| Controlled Exit (Option 4) | 1/63 – 1.5% |
| Controlled Entry (Option 5) | 1/63 – 1.5% |

Options**16. Option 1 – Replacement of existing access control measures**

17. This option allows entry and exit for local residents, cycles and emergency services. This access restriction will be controlled by rising bollards or equivalent measures. It represents a replacement of the current arrangement.
18. A preliminary design can be found in Annex B. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
- 19. Option 2 – Full closure of Victoria Bar with enhanced urban realm**
20. This option allows entry and exit for cycles only. This access restriction will be controlled by fixed bollards or equivalent measures.
21. The area immediately surrounding the bar will be subject to significant public realm improvements.
22. A preliminary design can be found in Annex C. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
- 23. Option 3 – Exit only from Victoria Bar for all motorised vehicles with enhanced urban realm**
24. This option allows all road users to exit via Victoria Bar but nothing may enter. This access restriction will be controlled by signage and associated legal order only.
25. The area surrounding the bar will be subject to minor public realm improvements.

26. A preliminary design can be found in Annex D. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
27. **Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm**
28. This option allows local residents, cycles and emergency services to exit but nothing may enter. This access restriction will be controlled by rising bollards or equivalent measures.
29. The area surrounding the bar will be subject to minor public realm improvements.
30. A preliminary design can be found in Annex E. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
31. **Option 5 – Entry only to Victoria Bar for residents only**
32. This option allows entry to residents, cycles and emergency services but nothing may exit. This access restriction will be controlled by rising bollards or equivalent measures.
33. A preliminary design can be found in Annex F. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
34. **Option 6 – Full closure of the Bar without enhanced public realm**
35. This option allows entry and exit for cycles only. This was not an option identified by residents or stakeholders, however it has been included as it is the cheapest solution.
36. This option involves the installation of 2 fixed bollards to prevent access and egress to all users except cycles.
37. It is still necessary to undertake some civils works as the existing faulty rising bollards need to be removed.

Analysis

38. **Option 1 – Replacement of existing access control measures**

39. Estimated Capital Cost: £100k

40. Estimated Revenue Cost: £5k per annum

41. Advantages

- Proven to be effective at providing access to local residents, emergency services and cyclists
- There are no casualty accidents with the current arrangement on record in the last 5 years and 'rat running' has stopped
- It is the most favoured option from the consultation
- It is the option that can be implemented the quickest as there is no need to change the legal order

42. Disadvantages

- There is an ongoing revenue implication associated with the maintenance contract for the access control system
- Provides no improvement to the public realm

43. **Option 2 – Full closure of Victoria Bar with enhanced Urban Realm**

44. Estimated Capital Cost: £200k

45. Estimated Revenue Cost: £2k per annum

46. Advantages

- Preserves and enhances the character of the ancient monument
- Provides largest scope for public realm improvements
- Potential to use the space for other purposes
- Does not require rising bollards or similar measures

47. Disadvantages

- A large amount of civil construction works would be required, including excavation around the ancient monument

- This option would take the longest to implement at approximately 1 year
- This is the most expensive option with regards to capital spend
- The urban realm improvements will require maintenance which will have a revenue implication
- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys

48. **Option 3 – Exit only from Victoria Bar for all motorised vehicles with enhanced urban realm**

49. Estimated Capital Cost: 150k

50. Advantages

- Provides some minor public realm improvements
- Does not require rising bollards or similar measures

51. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- It is likely the some drivers would travel the wrong way through the restriction, causing a safety risk
- The legal order would require changing meaning this option is likely to take over 6 months to implement

52. **Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm.**

53. Estimated Capital Cost: £175k

54. Estimated Revenue Cost: £5k per annum

55. Advantages

- Provides some minor public realm improvements

56. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- There is an ongoing revenue implication associated with the maintenance contract for the access control system
- The legal order would require changing meaning this option is likely to take over 6 months to implement

57. **Option 5 – Entry only to Victoria Bar for residents only**

58. Estimated Capital Cost: £150k

59. Estimated Revenue Cost: £5k per annum

60. Advantages

- Provides some minor public realm improvements

61. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- There is an ongoing revenue implication associated with the maintenance contract for the access control system
- The legal order would require changing meaning this option is likely to take over 6 months to implement

62. **Option 6 – Full Closure of Victoria Bar without enhanced public realm**

63. Estimated Capital Cost: £50k (removal of existing system)

64. Advantages

- Does not require rising bollards or similar measures
- Cheapest option

65. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- Provides no improvement to the public realm
- The legal order would require changing meaning this option is likely to take over 6 months to implement

66. **Options already discounted**

67. The use of alternative technology was considered an option. This has now been combined with Option 1 as the outcome is the same and the technology to be used will be decided at the detailed design stage for all options where technology is deployed.

68. A design variant of Option 1 was explored whereby narrowing at the entry to Victor Street from Nunnery lane was considered, with the aim of reducing other road users mistakenly trying to turn into the Bar. This option presented problems with the safe operation of the entry and exit systems and as such has been discounted.

69. ANPR 'camera enforcement' has been ruled out due to no legal mechanisms being available to enforce it for this specific location.

70. The option to allow unrestricted traffic into the bar or in both directions has not been forwarded on the basis that it did not receive any support from local residents and unrestricted access would reintroduce significant safety issues.

Council Plan

71. An open and effective Council

A thorough consultation exercise has been carried out that gave local residents several occasions to engage with the process and have their say. Several of the options presented in this report were borne directly from the suggestions of local residents.

72. World class infrastructure

Access control measures constitute a fundamental tool in the front line provision of transport services to the city. This scheme represents a focus on such provision.

73. Getting around sustainably

The Bishophill area, as defined in the "York (Bishophill) restrictions of driving area" legal order, is a restricted residential area that has been implemented to improve safety and enhance the public realm. This scheme has been successful and by renewing the systems in place to support this restriction, the benefits will continue. By restricting access 'ratrugging' is prevented, this has a positive impact on pedestrian and cycle safety, air quality as well as improving the public amenity of the area.

Implications

74. **Financial**

Capital and revenue funds will be required to carry out the work. All capital costs including project management fees, Officer time, Equipment and contractor costs could be funded from the 2020/2021 Transport budget. Any revenue implications could also be incorporated into future years Transport budgets.

This scheme must therefore be considered against other 20/21 Transport priorities when allocating funding.

75. **Human Resources (HR)**

There are no Human Resources implications.

76. **One Planet Council / Equalities**

There are no Equalities implications.

77. **Legal**

There are no Legal implications.

78. **Crime and Disorder**

There are no Crime and Disorder implications.

79. **Information Technology (IT)**

There are no IT implications.

80. **Property**

There are no Property implications.

81. Transport

The Transport implications are addressed within this report.

Risk Management

82. The area is of historical significance, great care must be taken to protect the monument and surrounding area. Conservation and groups such as the Civic Trust will be consulted once the high level option has been chosen and the extent of the works is known.
83. Project risks are recorded within the project risk register and managed by the project team.

Contact Details

Author:

James Guilliat
Transport Project Manager
Transport Systems Team
01904 55 4039

Chief Officer Responsible for the report:

Neil Ferris
Director of Economy and Place

Report **Date** Insert Date
Approved

Specialist Implications Officer(s) List information for all
N/A

Wards Affected: List wards or tick box to indicate all **All**

Micklegate Ward

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here.

Background Paper A – 2001 Report for Access and Exit from Victoria Bar
(Report concluding rising bollards should be used originally)

Annexes

Annex A – Bishophill area of restricted access.

Annex B – Indicative drawings for Option 1 – Replacement of the Rising
Bollard Access Control.

Annex C – Indicative drawings for Option 2 – Full Closure of the Bar with
enhanced Urban Realm.

Annex D – Indicative drawings for Option 3 – Exit only from Victoria Bar for all
motorised vehicles with enhanced urban realm.

Annex E - Indicative drawings for Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm.

Annex F – Indicative drawings for Option 5 – Entry only to Victoria Bar for residents only.

List of Abbreviations Used in this Report

CYC – City of York Council

ANPR – Automatic Number Plate Recognition

RFID - Radio-frequency identification (e.g card in windscreen).



**Planning and Transport (City Centre Management) 6 December 2001
Sub-Committee**

Report of the Assistant Director (Development & Transport)

Victor Street – Abuse of Traffic Regulation Order**Summary**

- 1 This report draws Members' attention to traffic problems in Victor Street, Bishophill and makes appropriate recommendations

Background

- 2 Victor Street is situated off the south western section of the Inner Ring Road and connects Nunnery Lane with the main residential area of Bishophill. In so doing it crosses the City walls at Victor Bar. Victor Street itself connects with Cromwell Road, which in turn connects with Skeldergate. Via Skeldergate traffic is able to both return to the Inner Ring Road or alternatively enter the centre via Ouse bridge. Prior to 1989 there were also through routes to Micklegate and Skeldergate via Lower Priory Street and Bishophill Senior.
- 3 Because of its location and ease of access to both the Inner Ring road and city centre, Bishophill became increasingly used by long stay visitors and commuters as effectively a huge car park. Conditions for residents as a consequence became intolerable and resulted in the creation of a zone bounded by the City Walls and Cromwell Road into which motor vehicles were prohibited from going unless requiring access. This was introduced in 1975 but did not prove to be particularly effective in dealing with the parking issue. Whilst initially through traffic reduced, when it became apparent that enforcement was sporadic flows increased back to similar levels previously experienced.
- 4 By mid-1988 matters had reached serious levels with residents clamouring for effective action. This call was answered in the following year by the introduction of the first comprehensive traffic calming scheme in the City and a residents parking scheme. The effect of these were dramatic both in terms of the quality of the environment and also with regard to traffic movements. Prior to the change traffic regularly queued to either enter or leave the area and streets were

4
jammed with parked cars. After, vehicles flows dropped to a trickle and large parts of the area were free of parking.

- 5 Difficulties continued (but at a much lower level than previously) with the abuse of the except for access order. Periodic checks by the Police were undertaken but both resulted in significant congestion in the area and very little actual effect on the problem. With some exceptions this state of affairs was largely accepted by the residents and there was no serious attempt on the part of the community to make additional changes.
- 6 Towards the end of last financial year changes were introduced to improve cyclist safety at the Tower Street/Inner Ring Road junction. These alterations reduced the vehicle capacity of the approach to the junction from the Bishophill side of the river substantially. As a result the peak hour delays on the Inner Ring Road approaching the junction increased to the extent that queuing became a regular feature on Prices Lane with the end vehicles visible by approaching drivers on Nunnery Lane (approach from Bishopthorpe).
- 7 Complaints started at this stage to be received from residents of Victor Street about vehicles increasingly using that road as a means to avoid the above mentioned queue. The levels of complaints persisted and increased to such an extent that surveys were carried out showing an increase in peak hour flow in excess of 50% had taken place.
- 8 In late spring 2001 residents were contacted with potential solutions to the problem and their views sought on the scale of the problem and what way forward they would wish the City to follow. The conclusions of this work did not point strongly in any particular direction prompting further work. During the course of this work the work at Copmanthorpe on the A64 commenced resulting in significant extra traffic using the City Centre streets. This in turn further increased the volume of traffic illegally using Victor Street.

Results of Consultation

Initial Consultation

- 9 There were 97 replies from a circulation of just over 200. Only 2 of the replies said that nothing should be done. Three people came up with alternatives – closing Cromwell Road, making the whole of Victor Street one way from Cromwell Road and dividing the area into two by using bollards in the middle of Victor Street.

- 10 The replies breakdown into the following table:

(NB not everyone answered all of the questions so the votes cast varies between options).

Simple Solutions

| Option | Description | % for | % against | Total votes |
|--------|--|-------|-----------|-------------|
| A | Close Victor Street at the Bar only in the morning peak Monday to Friday | 47 | 39 | 92 |
| B | As A but also close in the evening peak | 54 | 38 | 95 |
| C | Make Victor Street one way (Nunnery Lane in only) | 12 | 74 | 90 |
| D | As C but with exit to Nunnery lane only | 38 | 49 | 92 |
| E | Close the bar completely (except for cycles and emergency vehicles) | 28 | 61 | 92 |

More Complicated Solutions

| O | Description | % for | % against | Total votes |
|---|--|-------|-----------|-------------|
| 1 | Close Victor Street at the Bar except for residents by using automatic vehicle identification systems and a rising bollard | 37 | 56 | 94 |
| 2 | Charge non residents for using Victor street | 28 | 59 | 91 |

- 11 It is clear from the above that:

- There was a good measure of support for action.
- That Option B (closure of Victoria Bar during both the morning and evening peaks) was perhaps the favoured idea.

In the comments accompanying the questionnaire it was noted however that there was concern over the day to day effects of the

simple options on residents. There was also a worry that the more complex solutions were too expensive and may involve residents in costs directly.

Discussions on this issue have taken place at the Bishophill Ward Committee meetings and the offer of financial help has already been indicated.

Further Consultation

- 12 Further investigation on how to achieve the delivery of Option B was undertaken with the comments of residents and their aspirations very much in mind. This concluded that the most appropriate way would possibly be to provide removable bollards which were put in place daily at the relevant time. The cost of the bollards would be relatively small but because of the problem of actually putting the bollards in and taking them out at a reasonable cost it was suggested that this would be an ideal opportunity for the local community to provide a workable solution.
- 13 As an alternative and bearing in mind the comments made about the effect of a fixed bollard upon residents, the costs associated with providing an automatic bollard that would prevent all but residents (and emergency vehicles) from entering the area was explored.
- 14 Both options were put to some 350 residents and 96 responded (a full breakdown will be available at the meeting). All supported action with the overwhelming majority favouring the automatic device subject to no costs falling upon local residents. There was also a very strong view expressed that, if adopted, the automatic bollard solution should operate 24 hours a day.

Technical Considerations

- 15 To be effective and safe the location of the bollard would need to be directly under Victor Bar. As this is a scheduled ancient monument very great care will need to be exercised in the positioning of the necessary control equipment so as to both avoid any physical damage to the structure and also to its visual setting. These constraints, particularly the latter, preclude the use of equipment such as is in use in the Stonebow.
- 16 The need to be able to simply identify the vehicles of residents as well as those of the emergency services also poses some difficult issues both associated with the type, appearance and location of roadside equipment but also the cost and ease of use of any device operated by residents.

- 17 A draft output based specification for the required products was thus prepared and the market investigated. The result showed that there were at least two manufacturers who were in a position to supply suitably discrete roadside equipment and who had in car devices that were easy to use at a reasonable cost. These latter require no permanent fixing to the vehicle but can be uniquely coded so as to allow random checks to be made of the users entitlement.

Financial Considerations

- 18 The use of a fixed removable bollard would cost in the region of £1000. however, because the city does not have any staff regularly in the Bishophill area, putting in and removing the bollard twice per day would have to be undertaken either by a contractor or by community volunteers. Approaches to various contractors, including our own Commercial Services organisation, indicate that the lowest annual charge for the service would be in the region of £10,000. No revenue budget provision for this level of cost has been identified. Only two community volunteers have come forward as a result of the approaches made. It is therefore considered that reliance upon the community as a long term objective is not feasible. On both a cost and practicality basis it is apparent that the long term use of removable bollards cannot be recommended.
- 19 Budgetary guidance from suitable manufacturers for the automatic option suggest that a suitable package could be obtained and installed for around £10,000, including the supply of up to 200 electronic passes for residents. Ongoing revenue charges to support this system would amount to some £1000 p.a. Should Members wish to make a charge for the electronic passes then the cost would vary, depending upon the overall system adopted from between £10 and £15 each. These devices have a very long life and would not need replacement in normal use for many years.
- 20 Provision of £40,000 has been made within the Local Transport Plan for the development of Policing without Police measures. It is therefore suggested that this application would be a suitable measure to be funded from that development budget.

Recommendation

- 21 It is recommended that:
1. An Order be advertised and if no objections are raised, be made, which prohibits all vehicles, except cycles, emergency vehicles in an emergency, essential road maintenance vehicles used in the clearance of snow and ice and the holders of permits from driving beneath Victor Bar in Victor Street.

2. Permits be issued in regard to the above only to residents who live in one of the following streets, appear on the Electoral Roll at the address in that street and own a vehicle: Victor Street; Lower Priory Street; Newton Terrace; Hampden Street; Fairfax Street; Kyme Street; Baile Hill Terrace; Falkland Street, Buckingham Street, Lambert Court, Bishophill Senior, Cromwell Road.
3. Tenders be obtained from suitable manufacturers for the required equipment, including the necessary electronic permits, and the costs and details be reported back to a subsequent meeting in order to further assess:
 - a) The impact upon the setting of the ancient monument.
 - b) The issue of payment for the in vehicle electronic permits.

Contact Details

Author:
Peter Evely
Head of Highway Regulation
Phone No 551414

Chief Officer Responsible for the report:
Bill Woolley
Assistant Director, (Development and Transport)

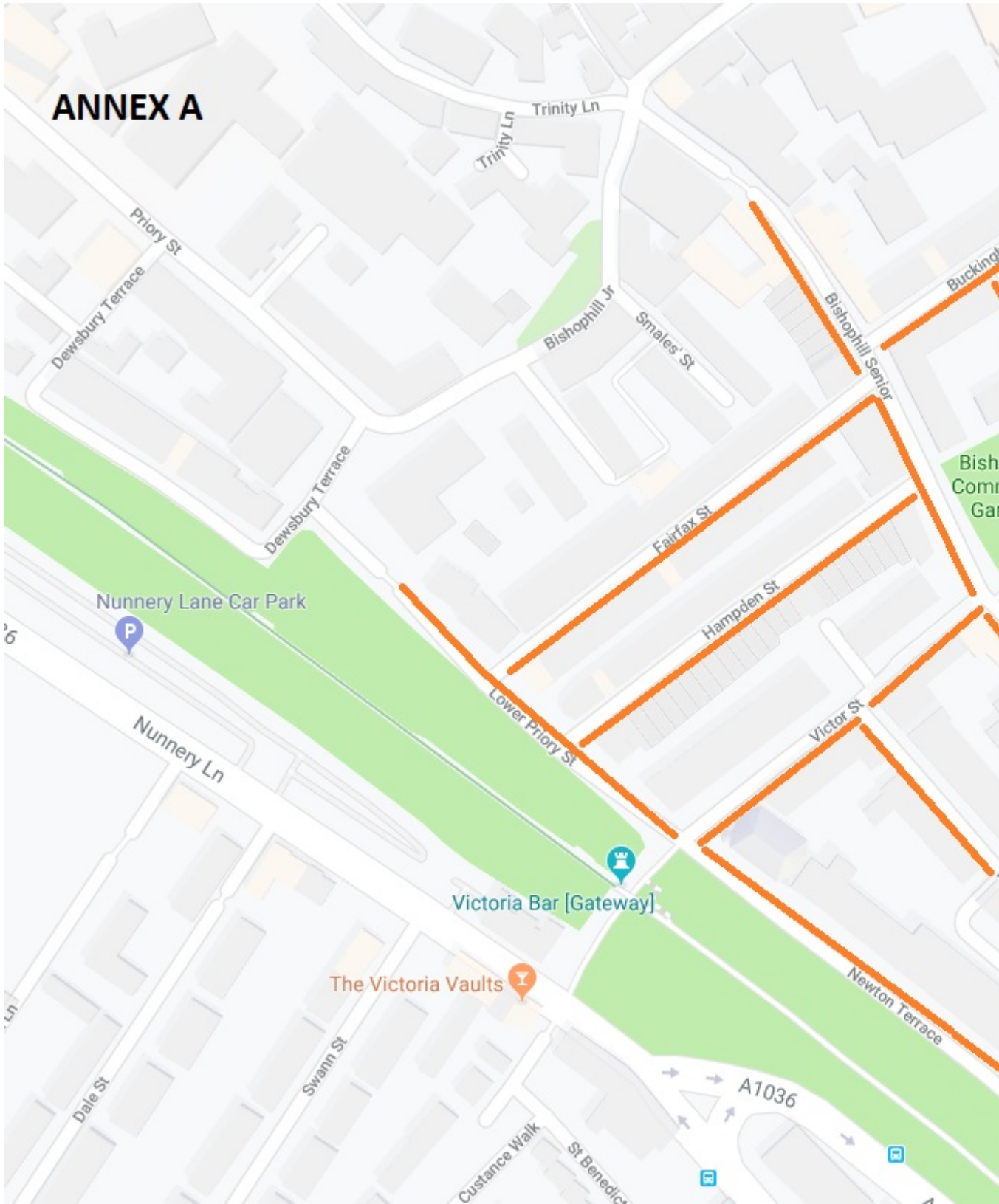
For further information please contact the author of the report

Background Papers

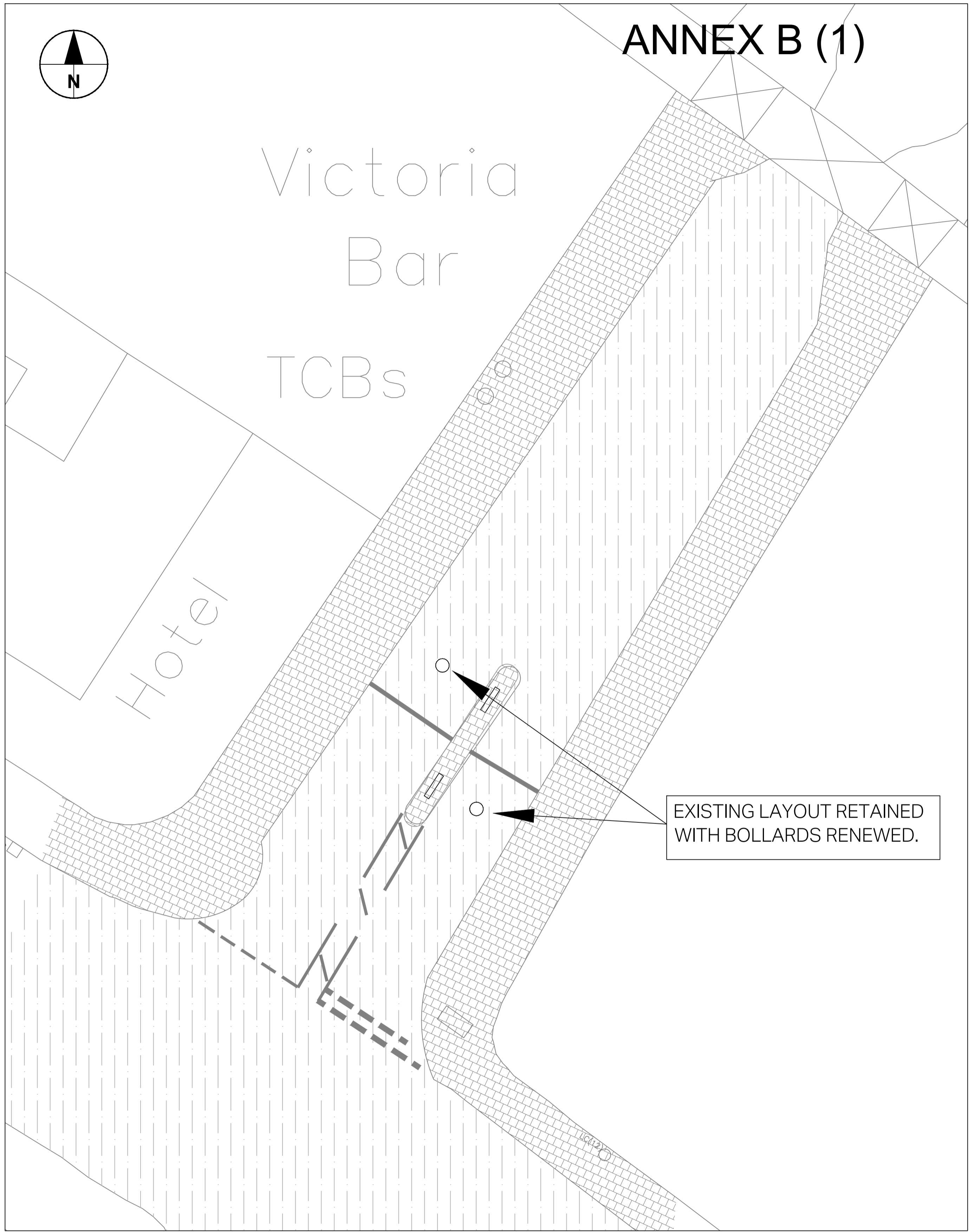
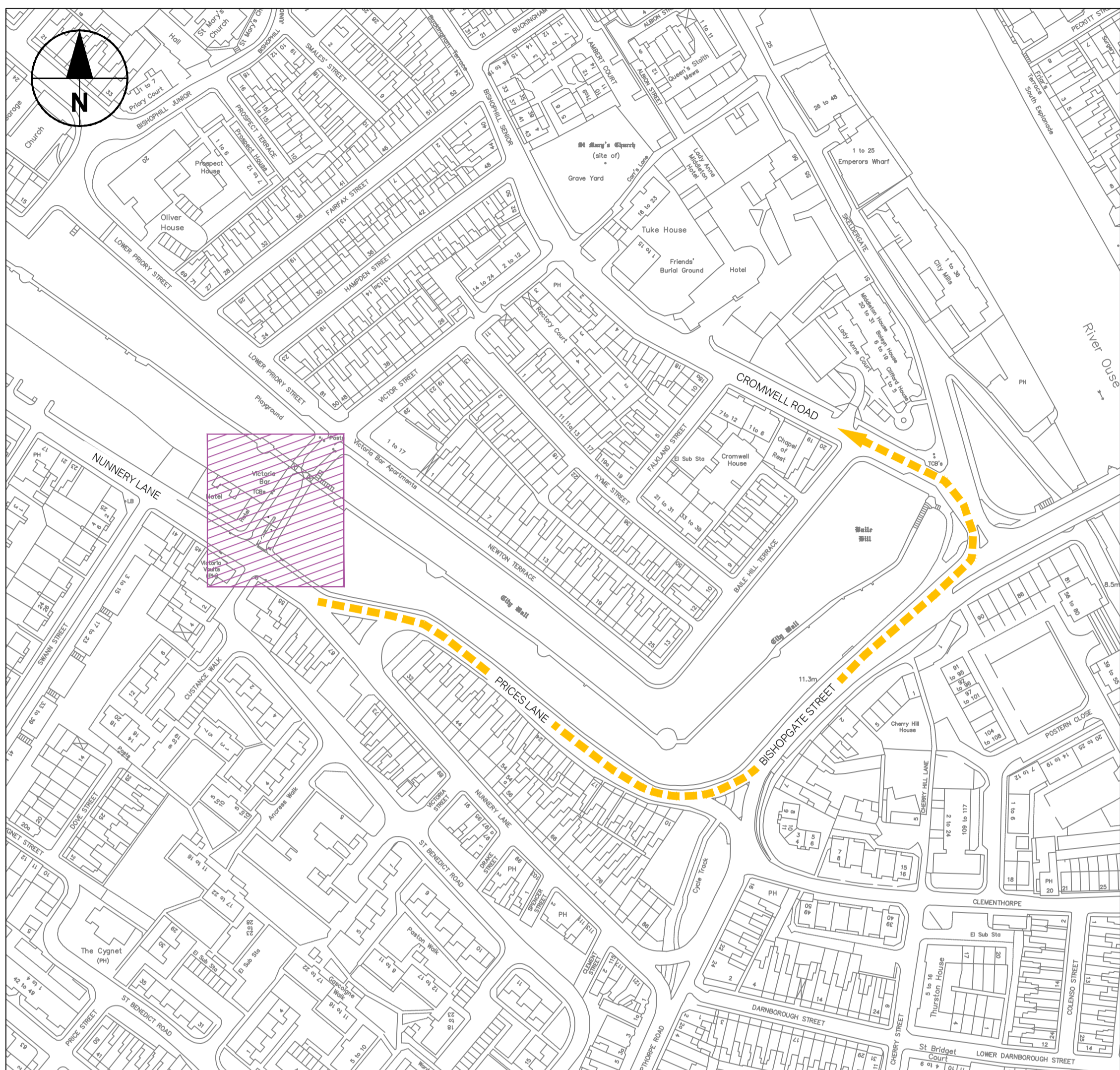
None.

PGE/RD
28 November 2001

0612vsat



This page is intentionally left blank



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

NOTES
1. DO NOT SCALE FROM THIS DRAWING.

KEY

- EXISTING WHITE MARKINGS
- [Hatched Box] FOOTWAY
- [Grid Box] CARRIAGEWAY
- BOLLARD

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

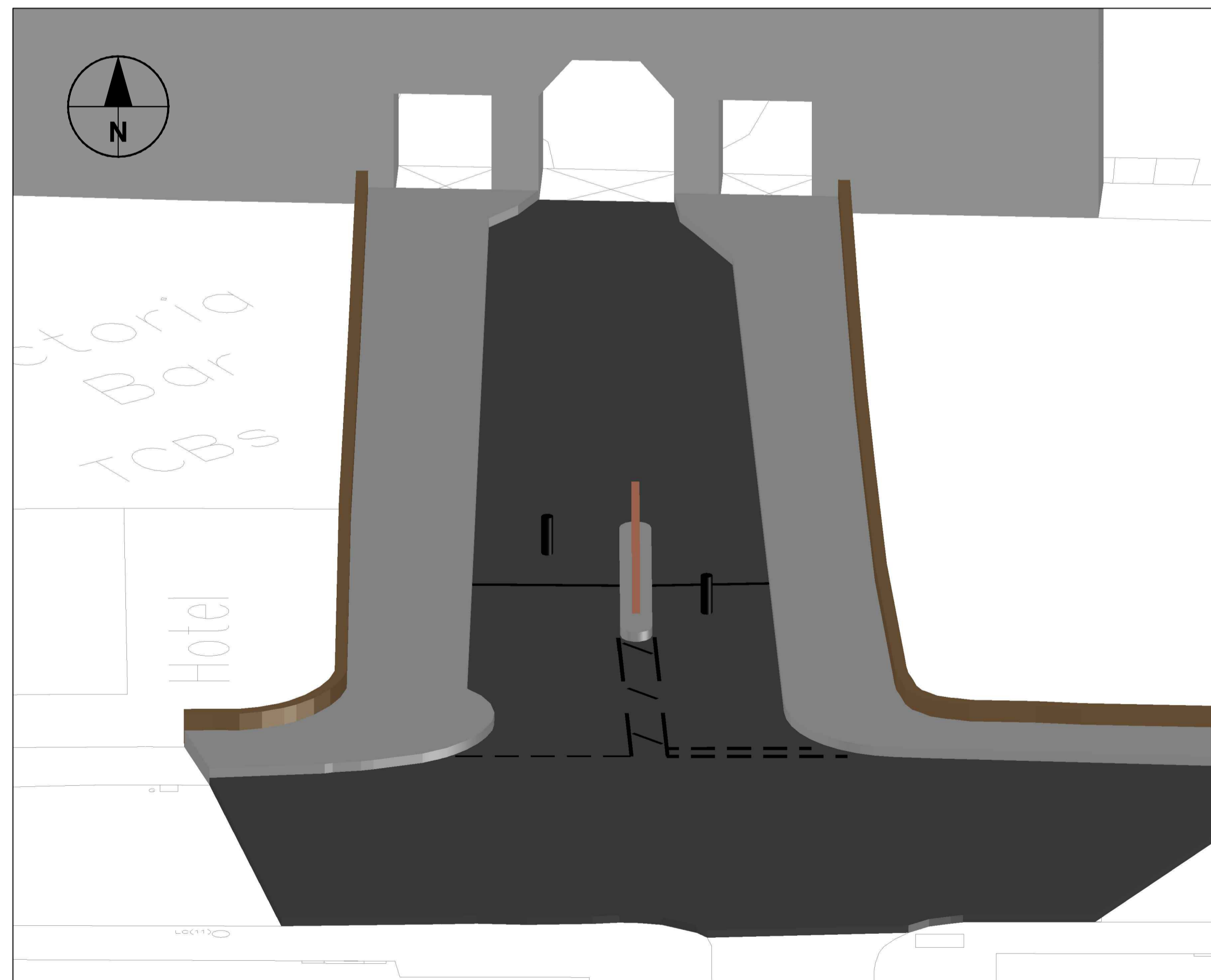
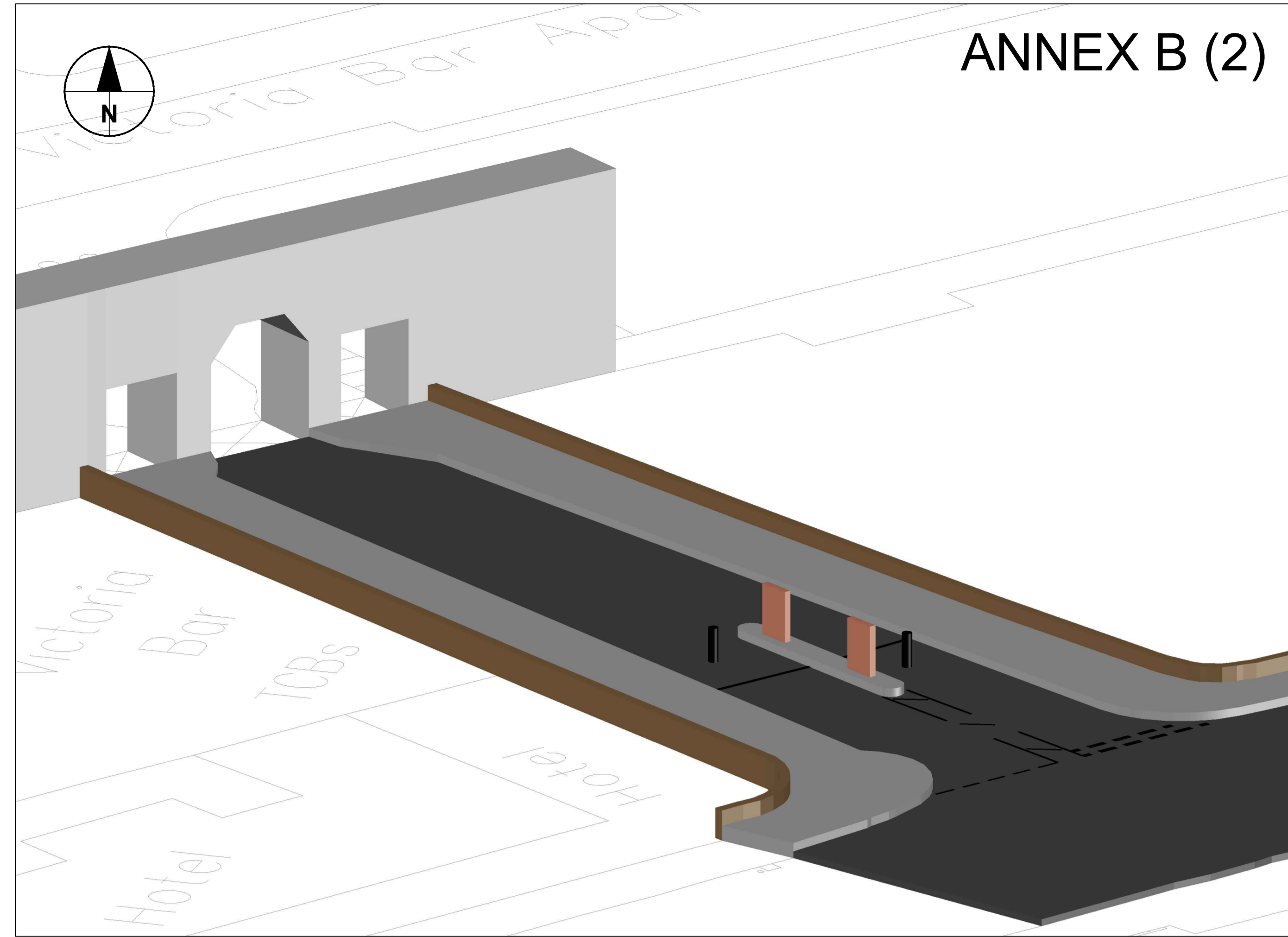
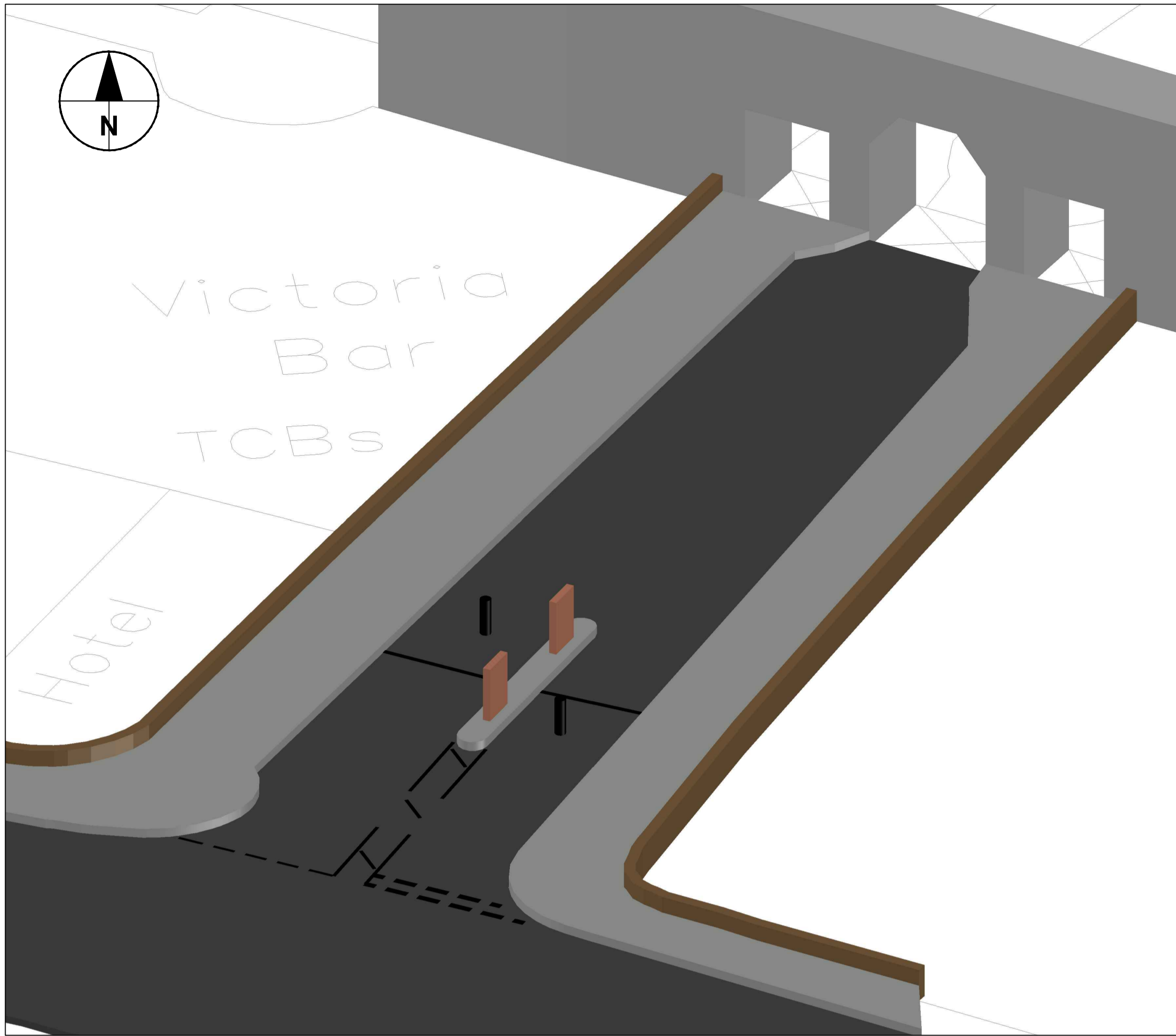
ISSUE/REVISION

| I/R | DATE | DESCRIPTION |
|-----|------------|-------------|
| P01 | 10.07.2019 | FIRST ISSUE |

SHEET TITLE
VICTORIA BAR ACCESS
OPTION 3 - RENEWED BOLLARDS

DRAWING NUMBER
TST-VICBAR-P-003

This page is intentionally left blank



NOTES

- DO NOT SCALE FROM THIS DRAWING.

KEY

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

ISSUE/REVISION

| I/R | DATE | DESCRIPTION |
|-----|------------|-------------|
| P01 | 07.08.2019 | FIRST ISSUE |

SHEET TITLE

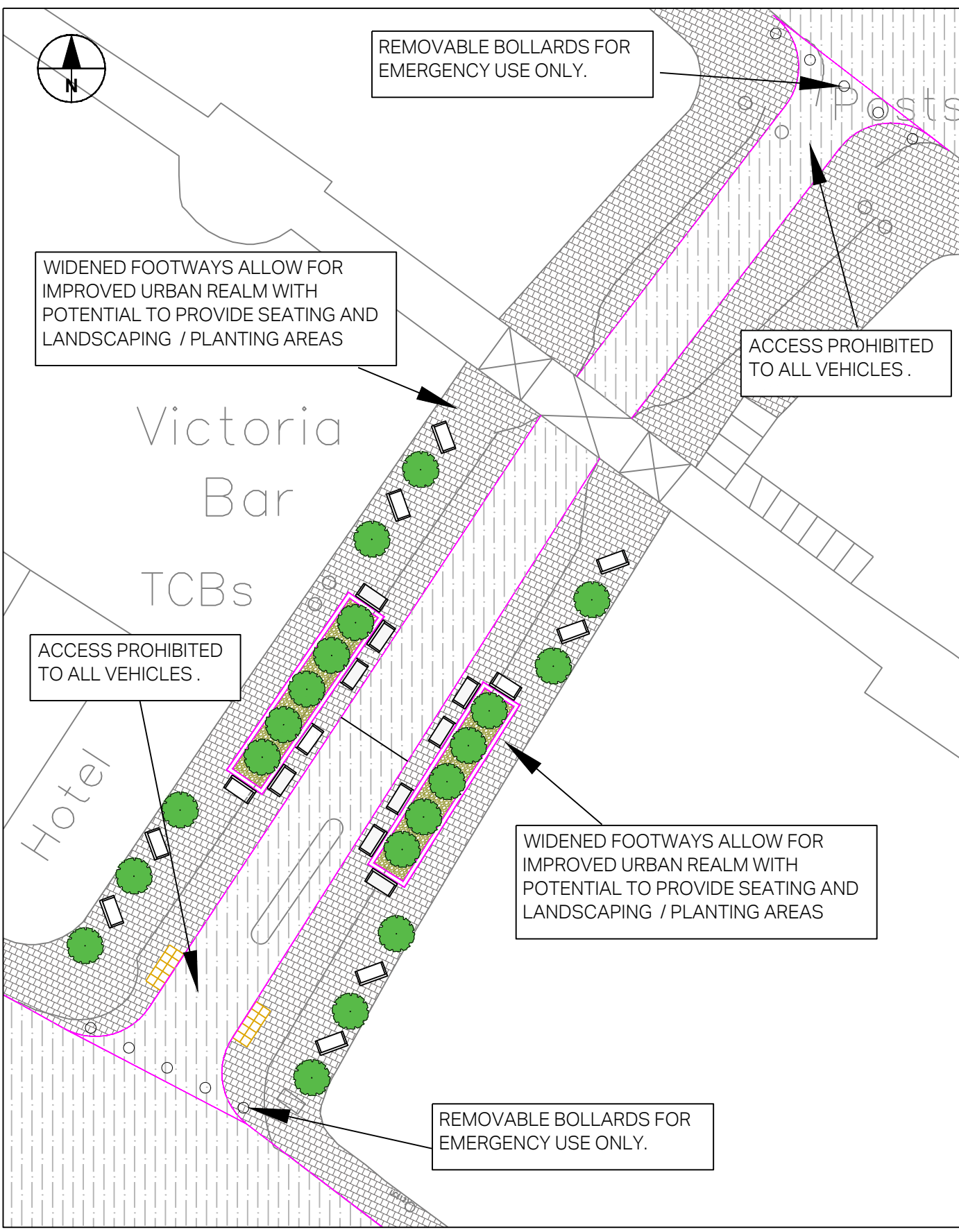
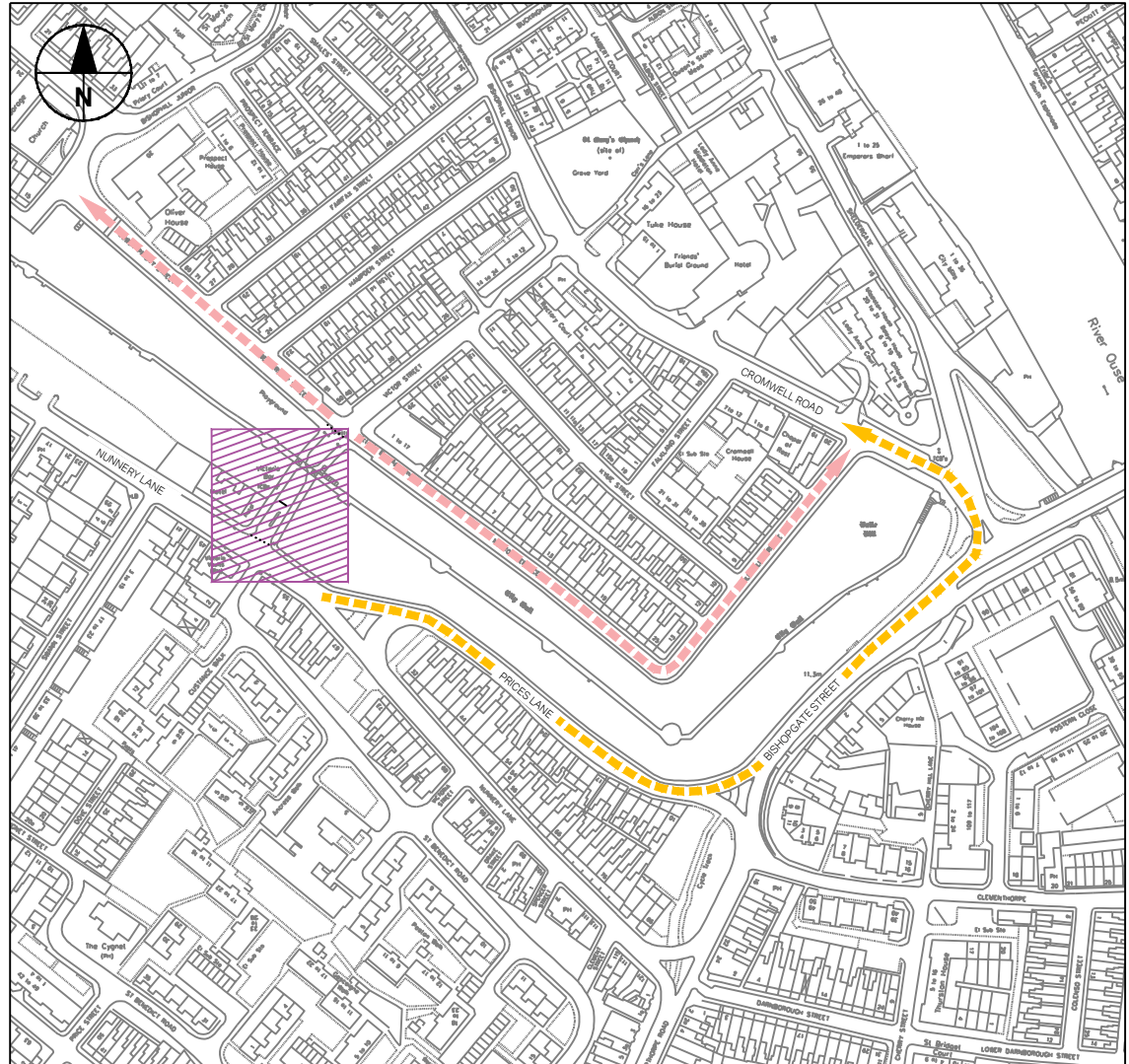
VICTORIA BAR ACCESS
OPTION 3 - REPLACED BOLLARDS

DRAWING NUMBER

TST-VICBAR-P-003

This page is intentionally left blank

NOTES
 1. DO NOT SCALE FROM THIS DRAWING.



KEY

- KERBLINE
- WHITE MARKINGS
- UNCONTROLLED TACTLIE
- FOOTWAY
- CARRIAGEWAY
- BOLLARD

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

ISSUE/REVISION

| NO | DATE | DESCRIPTION |
|-----|------------|-------------|
| P01 | 10.07.2019 | FIRST ISSUE |
| I/R | DATE | DESCRIPTION |

SHEET TITLE
 VICTORIA BAR ACCESS
 OPTION 4 - FULL CLOSURE

DRAWING NUMBER
 TST-VICBAR-P-004

ISO A3 297mm x 420mm
 DESIGN: OG
 CHECKED: RN
 Last saved by: NORFOLKRR(2019-08-07) Last Plotted: 2019-08-07
 Filename: C:\USERS\NORFOLKRR\DESKTOP\VICTORIA BAR\FULL CLOSURE V1.DWG

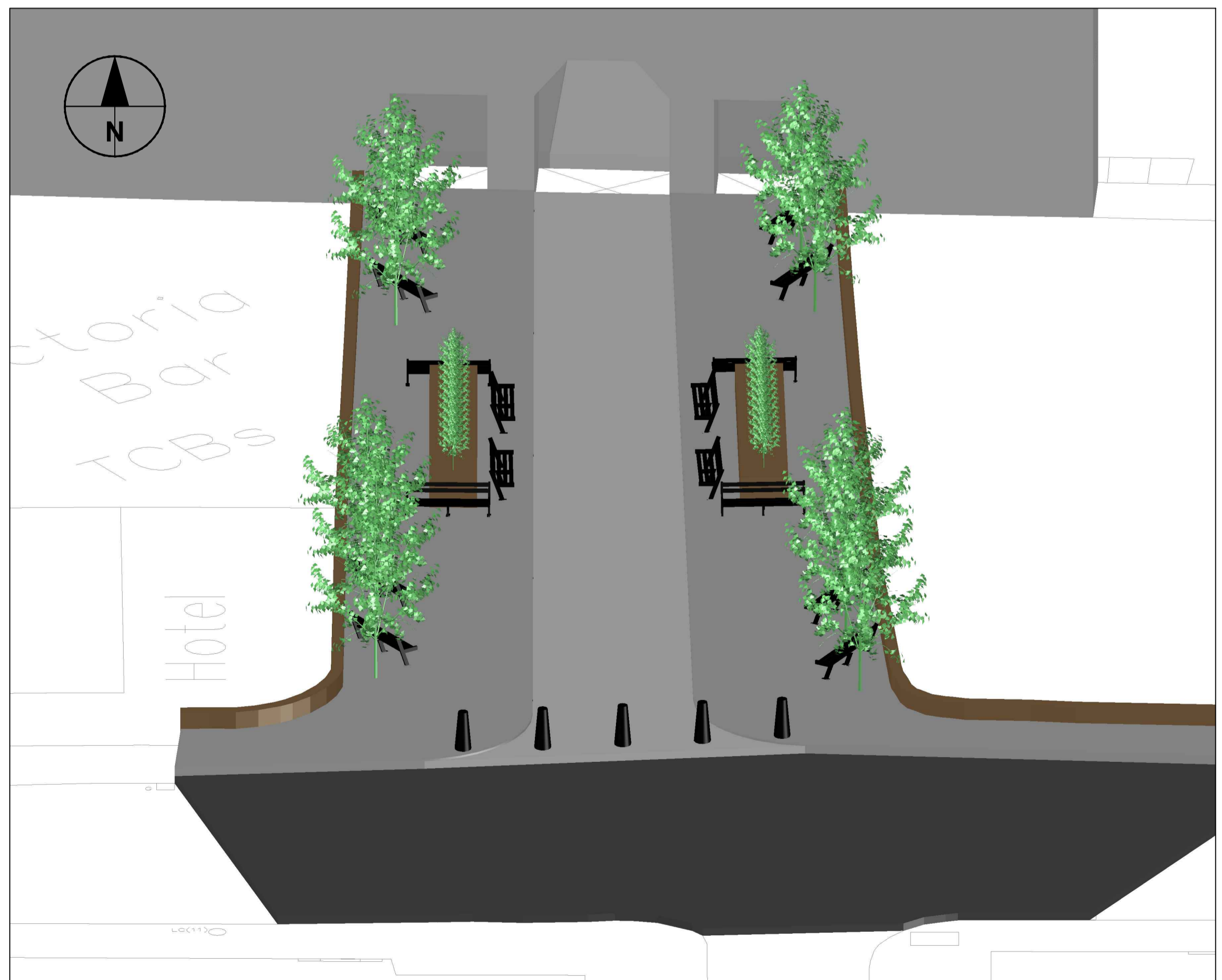
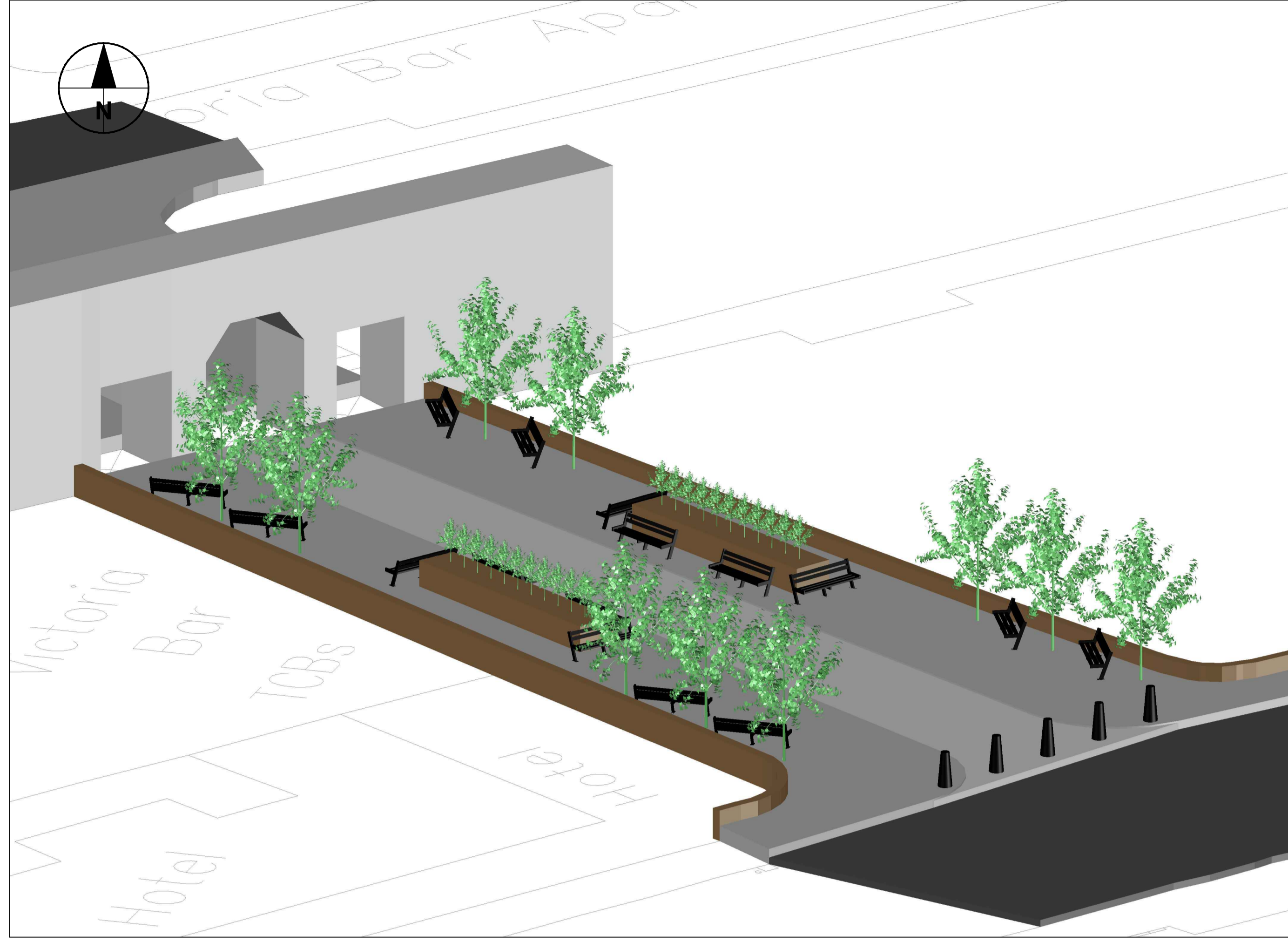
This page is intentionally left blank

Annex C (2)



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

NOTES
 1. DO NOT SCALE FROM THIS DRAWING.



KEY

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

| ISSUE/REVISION | | |
|----------------|------------|-------------|
| I/R | DATE | DESCRIPTION |
| P01 | 07.08.2019 | FIRST ISSUE |

SHEET TITLE
 VICTORIA BAR ACCESS
 OPTION 4 - FULL CLOSURE

DRAWING NUMBER
 TST-VICBAR-P-004

ISO A3 297mm x 420mm
 CHECKED: RN
 DESIGN: OG

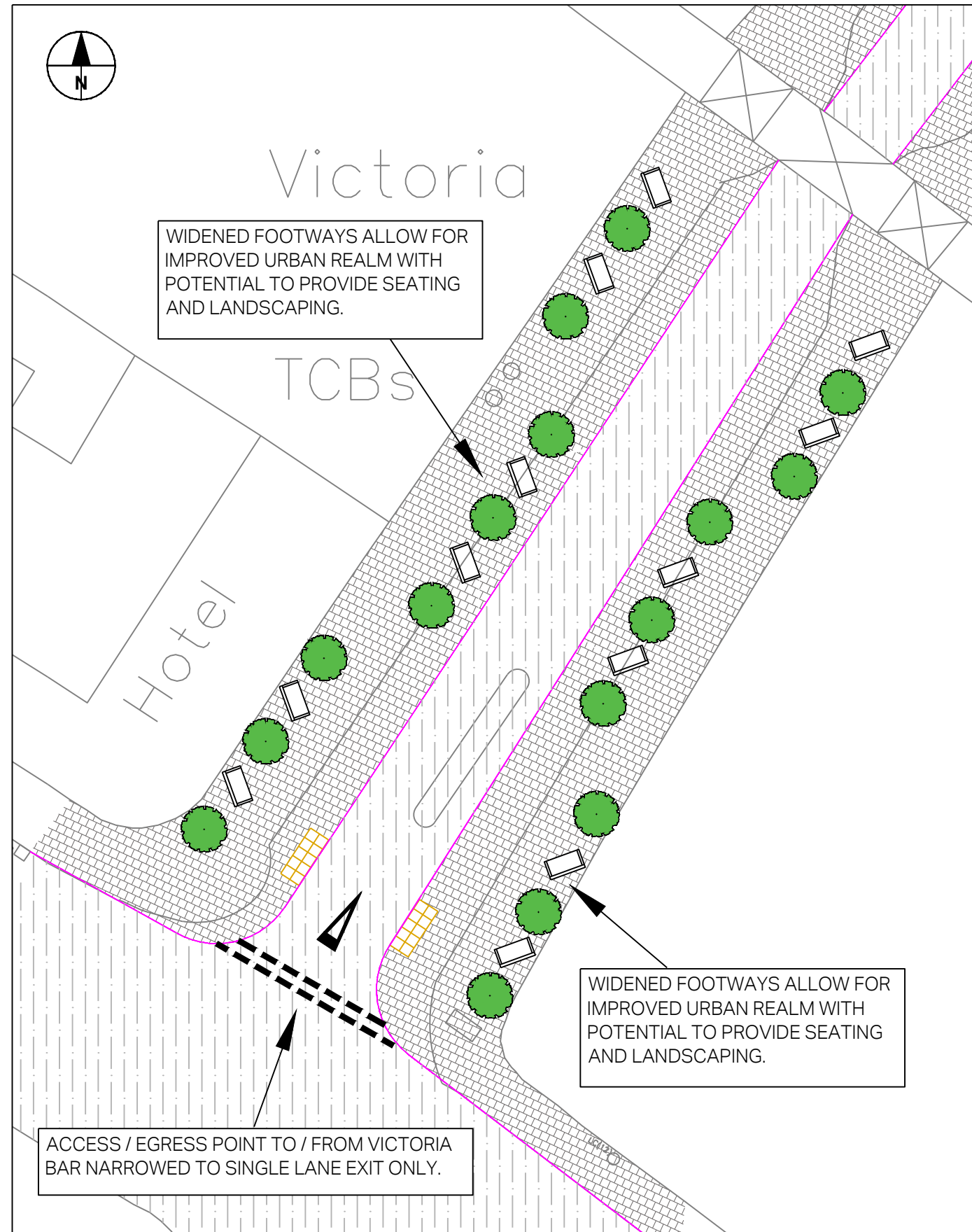
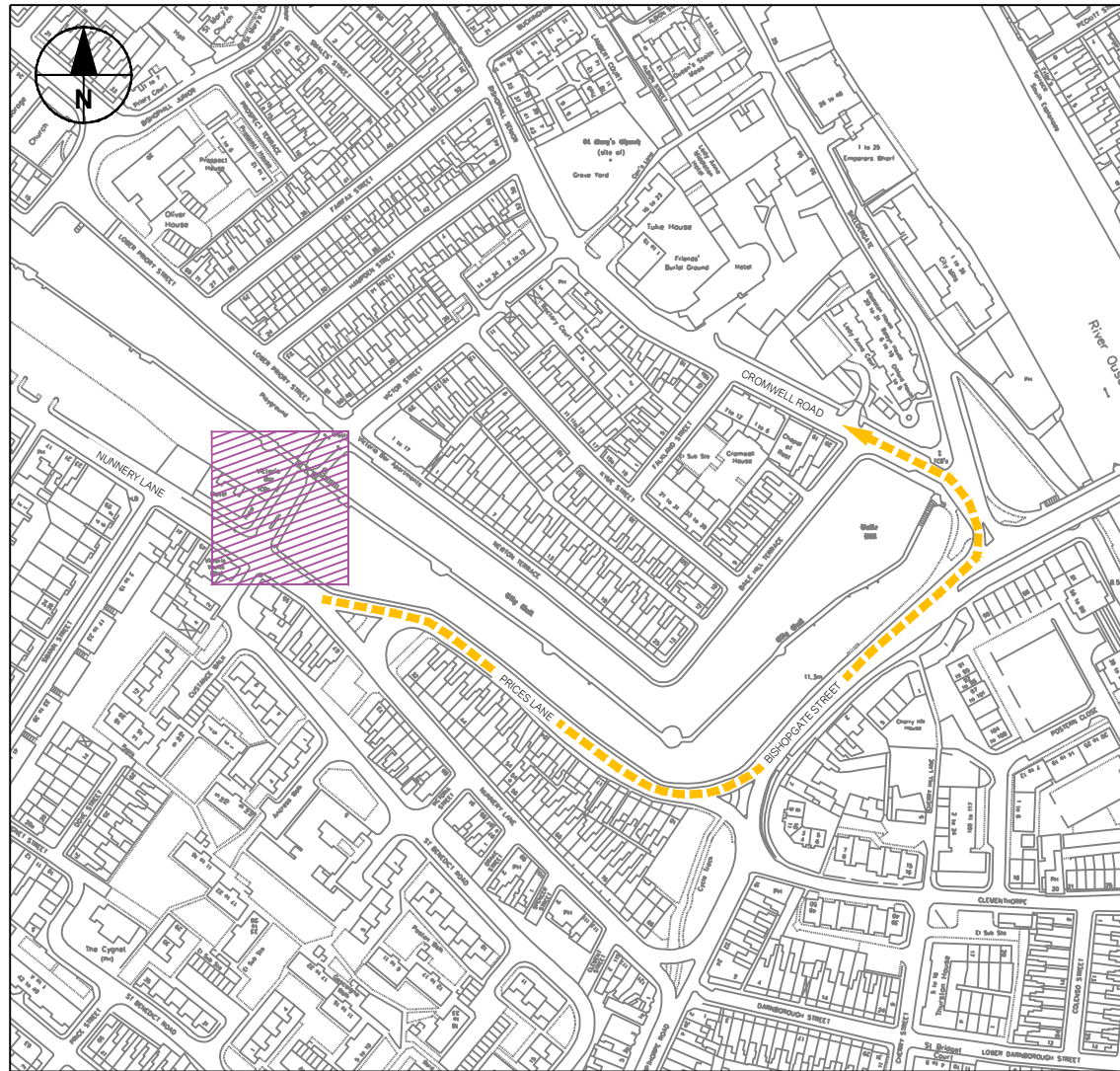
Last saved by: GIBBSO(2019-08-07) Last Plotted: 2019-08-07
 Filename: Z:\UK\UKYRK1\JOBS\IPR-295617_CYC_DESIGN_SUPPORT\1000_CAD_GIS\910_CAD\03_VIC BAR\INITIAL DESIGNS\FULL CLOSURE 3D.DWG

This page is intentionally left blank







Annex D (1)

NOTES

- DO NOT SCALE FROM THIS DRAWING.



KEY

-  KERBLINE
-  WHITE MARKINGS
-  UNCONTROLLED TACTLIE
-  FOOTWAY
-  CARRIAGEWAY
-  BOLLARD

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

ISSUE/REVISION

| NO | DATE | DESCRIPTION |
|-----|------------|-------------|
| P01 | 10.07.2019 | FIRST ISSUE |
| I/R | DATE | DESCRIPTION |

SHEET TITLE

VICTORIA BAR ACCESS
OPTION 6 - PRIORITY CONTROLLED
EXIT FOR ALL TRAFFIC

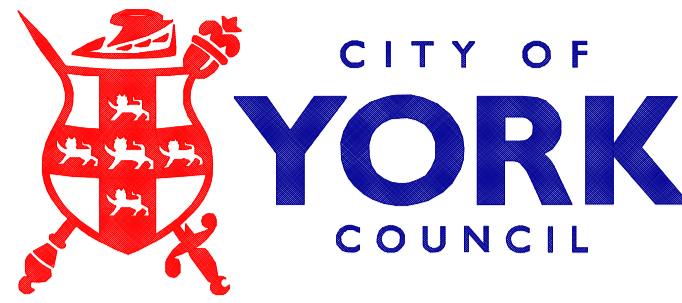
DRAWING NUMBER

TST-VICBAR-P-006

ISO A3 297mm x 420mm
DESIGN: OG
CHECKED: RN
Last saved by: NORFOLKRR(2019-08-07) Last Plotted: 2019-08-07
Filename: C:\USERS\NORFOLKRR\DESKTOP\VICTORIA BAR EXIT ALL V1.DWG

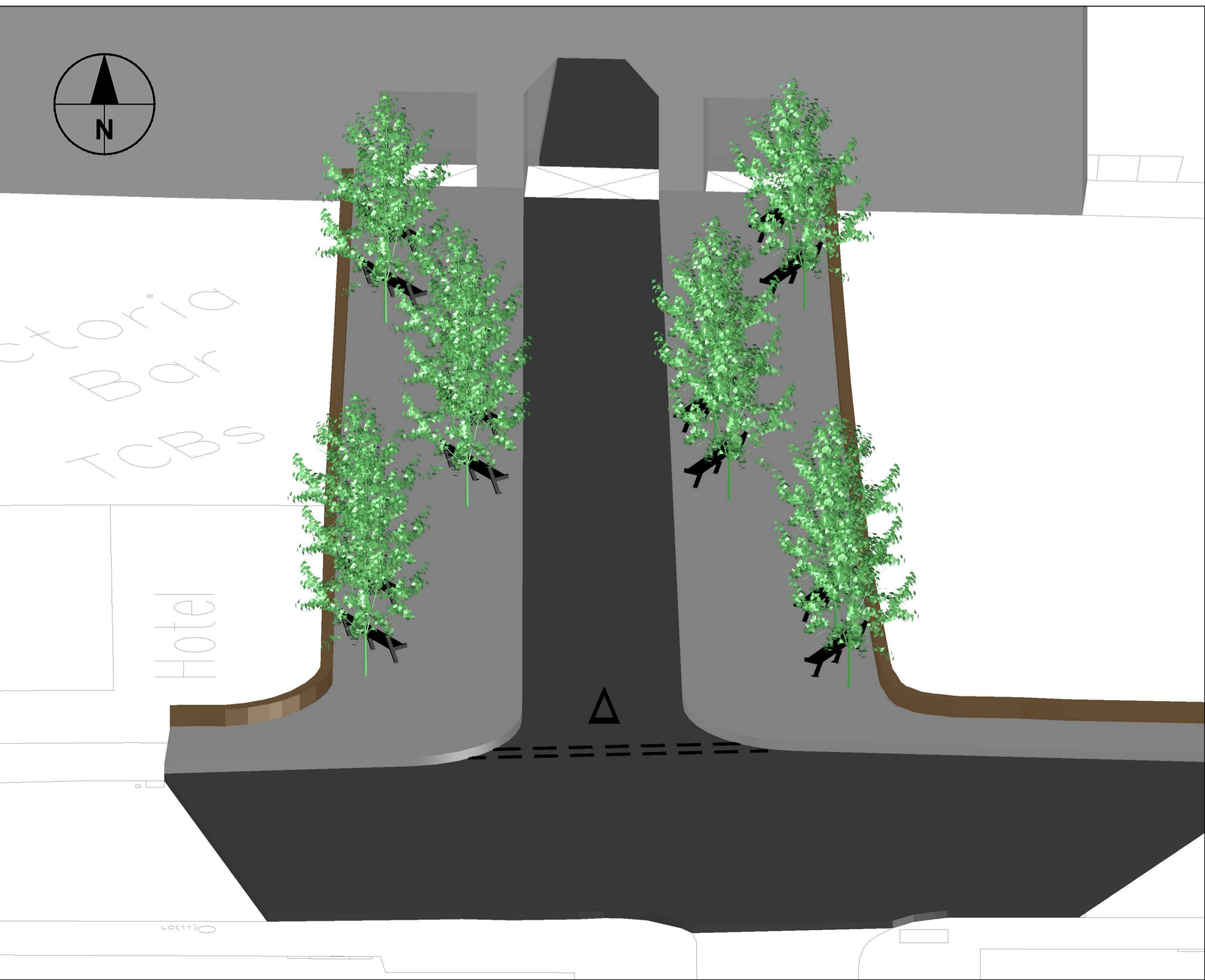
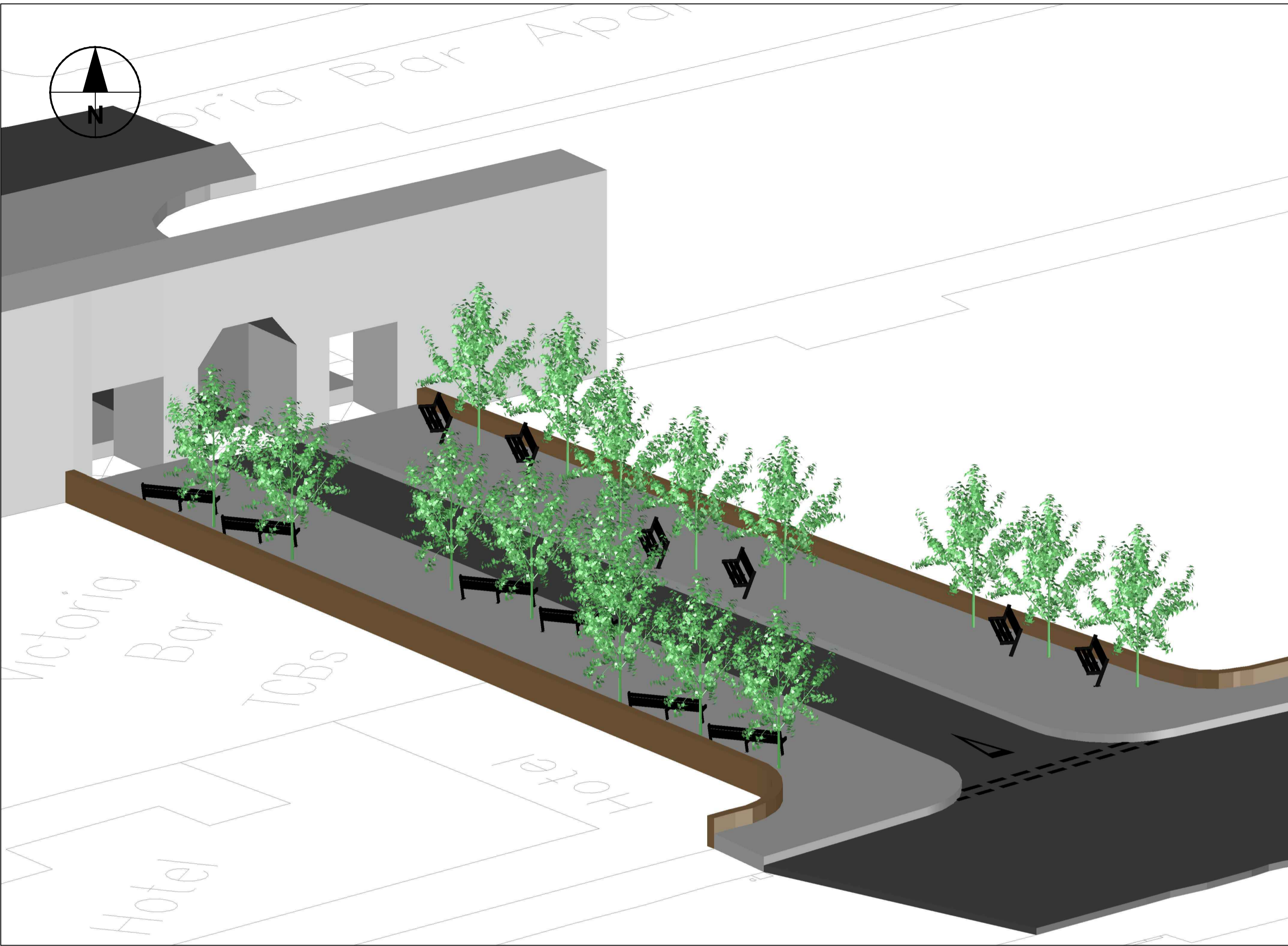
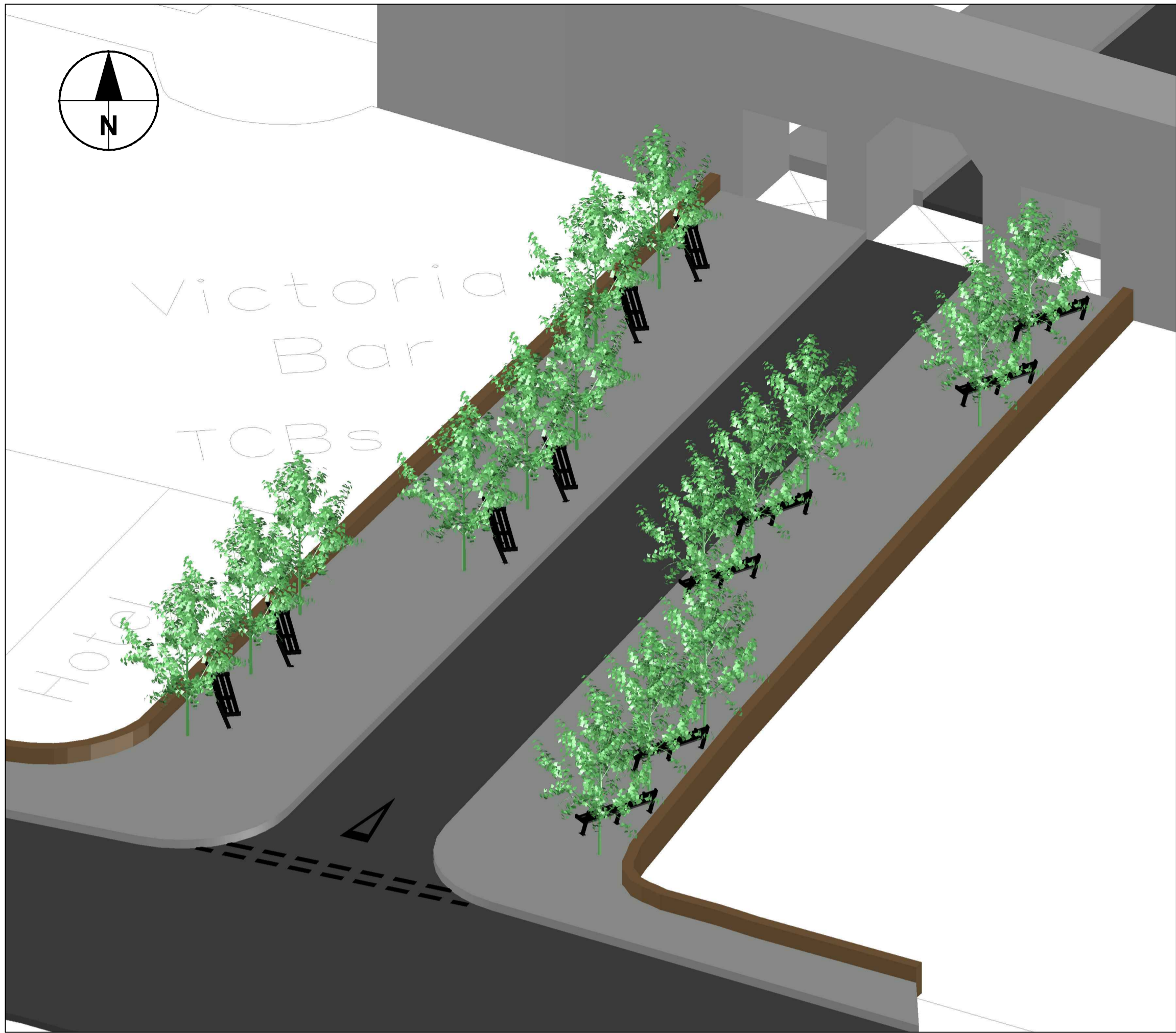
This page is intentionally left blank

ANNEX D (2)



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

NOTES
 1. DO NOT SCALE FROM THIS DRAWING.



KEY

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

| ISSUE/REVISION | | |
|----------------|------------|-------------|
| I/R | DATE | DESCRIPTION |
| P01 | 07.08.2019 | FIRST ISSUE |

SHEET TITLE
 VICTORIA BAR ACCESS
 OPTION 5/6 - EXIT ONLY

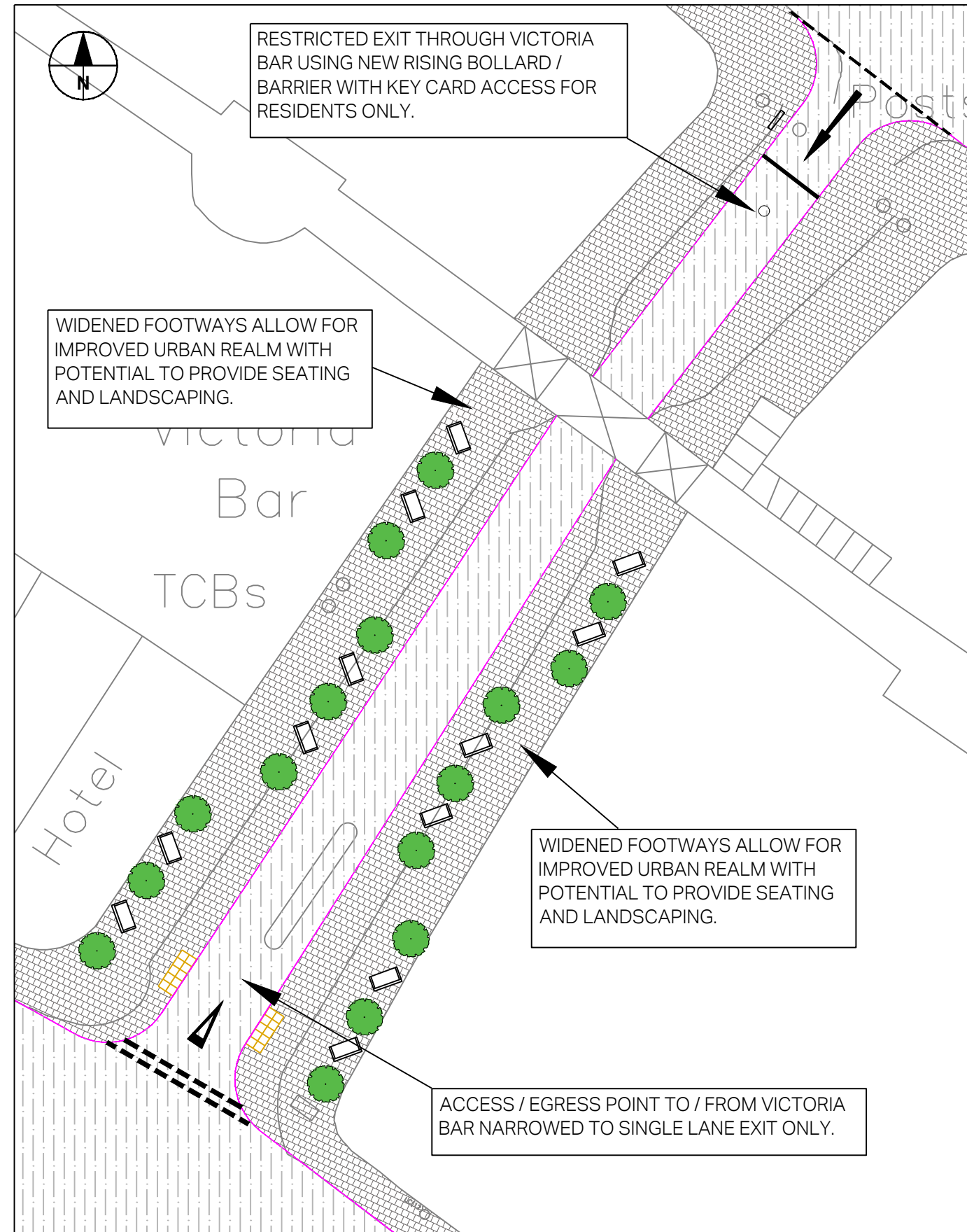
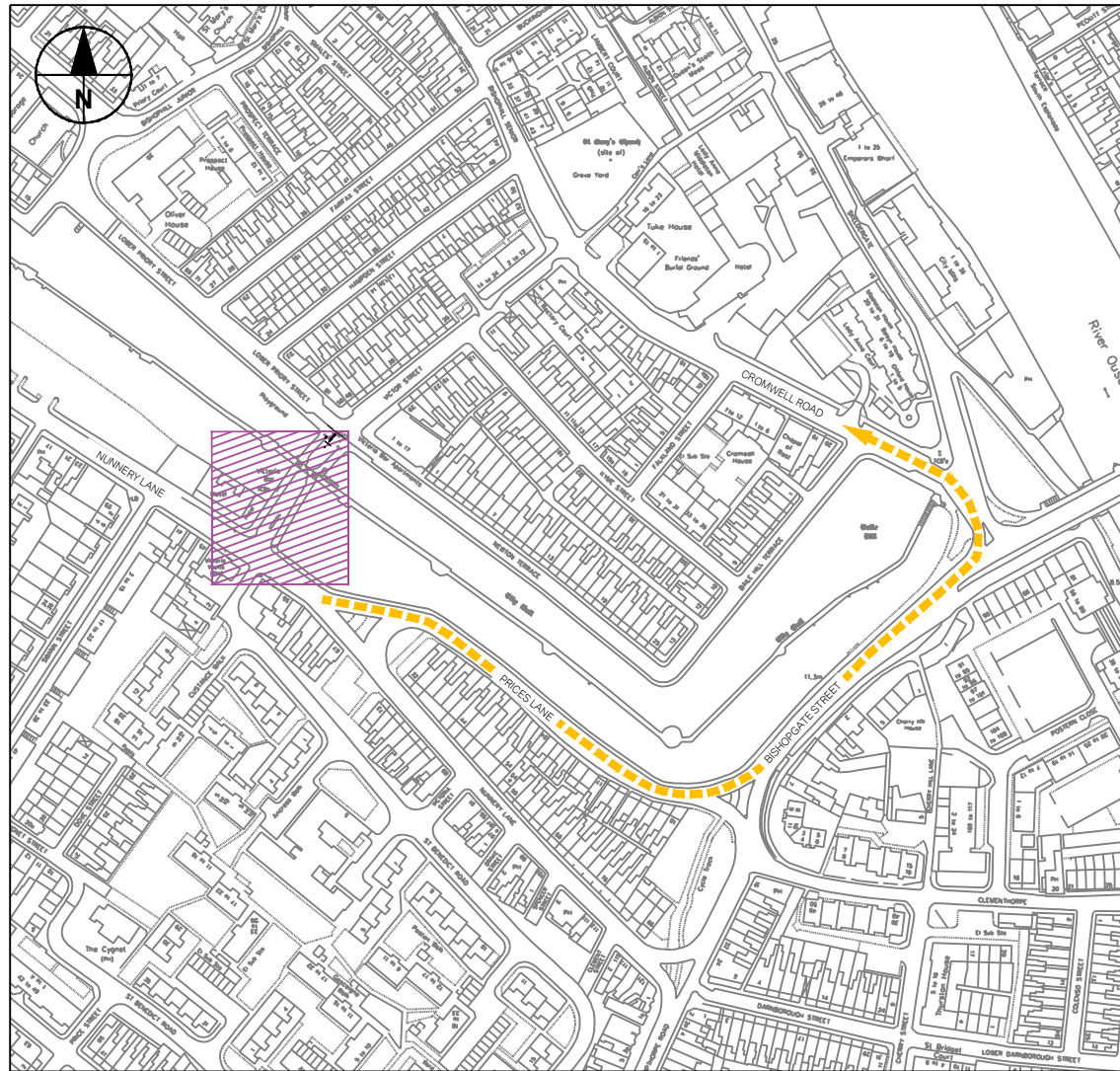
DRAWING NUMBER
 TST-VICBAR-P-005/006

ISO A3 297mm x 420mm
 CHECKED: RN
 DESIGN: OG

Last saved by: GIBBSO(2019-08-07) Last Plotted: 2019-08-07
 Filename: Z:\UK\UKYRK1\UOBS\IPR-295617_CYC_DESIGN_SUPPORT\1000_CAD_GIS\910_CAD\03_VIC BAR\INITIAL DESIGN\EXIT ALL 3D.DWG

This page is intentionally left blank

ISO A3 297mm x 420mm
 CHECKED: RN
 DESIGN: OG
 Last saved by: NORFOLKRR(2019-08-07) Last Plotted: 2019-08-07
 Filename: C:\USERS\NORFOLKRR\DESKTOP\VICTORIA BAR\EXIT CONTROLLED V1.DWG



NOTES
 1. DO NOT SCALE FROM THIS DRAWING.

KEY

| | |
|--|----------------------|
| | KERBLINE |
| | WHITE MARKINGS |
| | UNCONTROLLED TACTILE |
| | FOOTWAY |
| | CARRIAGEWAY |
| | BOLLARD |

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

ISSUE/REVISION

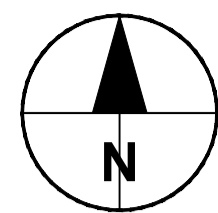
| NO | DATE | DESCRIPTION |
|-----|------------|-------------|
| P01 | 10.07.2019 | FIRST ISSUE |
| I/R | DATE | DESCRIPTION |

SHEET TITLE
 VICTORIA BAR ACCESS
 OPTION 5 - CONTROLLED EXIT
 RESIDENTS ONLY

DRAWING NUMBER
 TST-VICBAR-P-005

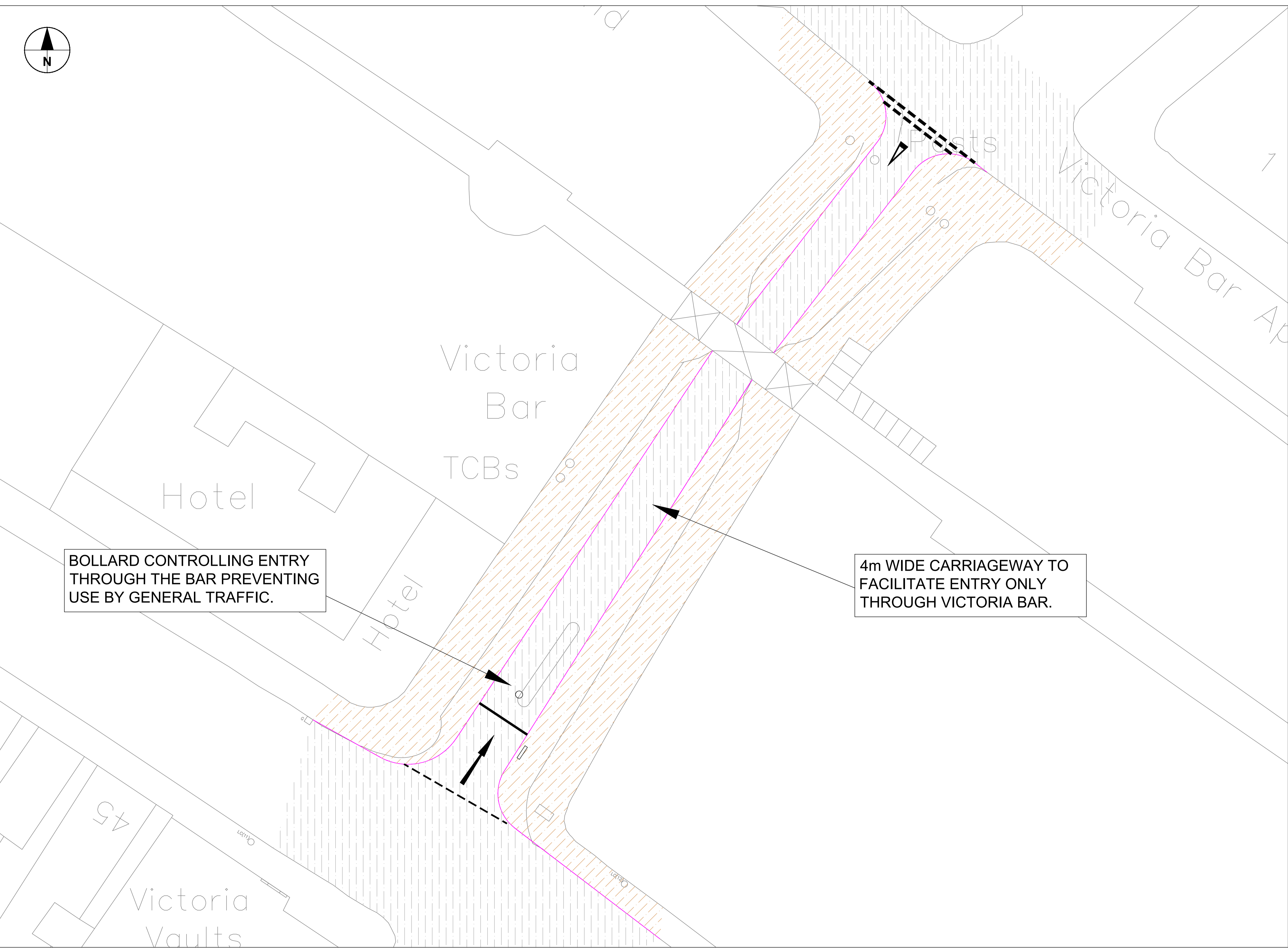
This page is intentionally left blank

ISO A3 297mm x 420mm
 CHECKED: OG
 DESIGN: OG
 Last saved by: GIBBSQ(2019-07-17) Last Plotted: 2019-08-28
 Filename: Z:\UK\UKYRK\1\JOBS\PR-235617_CVC_DESIGN_SUPPPORT\900_CAD_GIS\910_CAD\03_VIC BAR\INITIAL DESIGN\ENTRY CONTROLLED.DWG



NOTES

- DO NOT SCALE FROM THIS DRAWING.



BOLLARD CONTROLLING ENTRY THROUGH THE BAR PREVENTING USE BY GENERAL TRAFFIC.

4m WIDE CARRIAGEWAY TO FACILITATE ENTRY ONLY THROUGH VICTORIA BAR.

KEY

- KERBLINE
- FOOTWAY
- CARRIAGEWAY
- BOLLARD

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
 CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

ISSUE/REVISION

| I/R | DATE | DESCRIPTION |
|-----|------------|-------------|
| P01 | 28.08.2019 | FIRST ISSUE |

SHEET TITLE

VICTORIA BAR ACCESS
OPTION 7 - CONTROLLED ENTRY

DRAWING NUMBER

TST-VICBAR-P-007

This page is intentionally left blank



Decision Session – Executive Member for Transport**21 November 2019****Lord Deramore’s Primary School Safety Zone****Summary**

1. This report details the results of consultation including the advertisement of Traffic Regulation Orders in relation to proposed improvements to the school safety zone for Lord Deramore’s Primary School in Heslington.

Recommendations

2. The Executive Member is asked to:

Approve Option 1 – note the comments received at consultation and the absence of objections to the TRO’s, and approve implementation of the scheme as shown in Annex A.

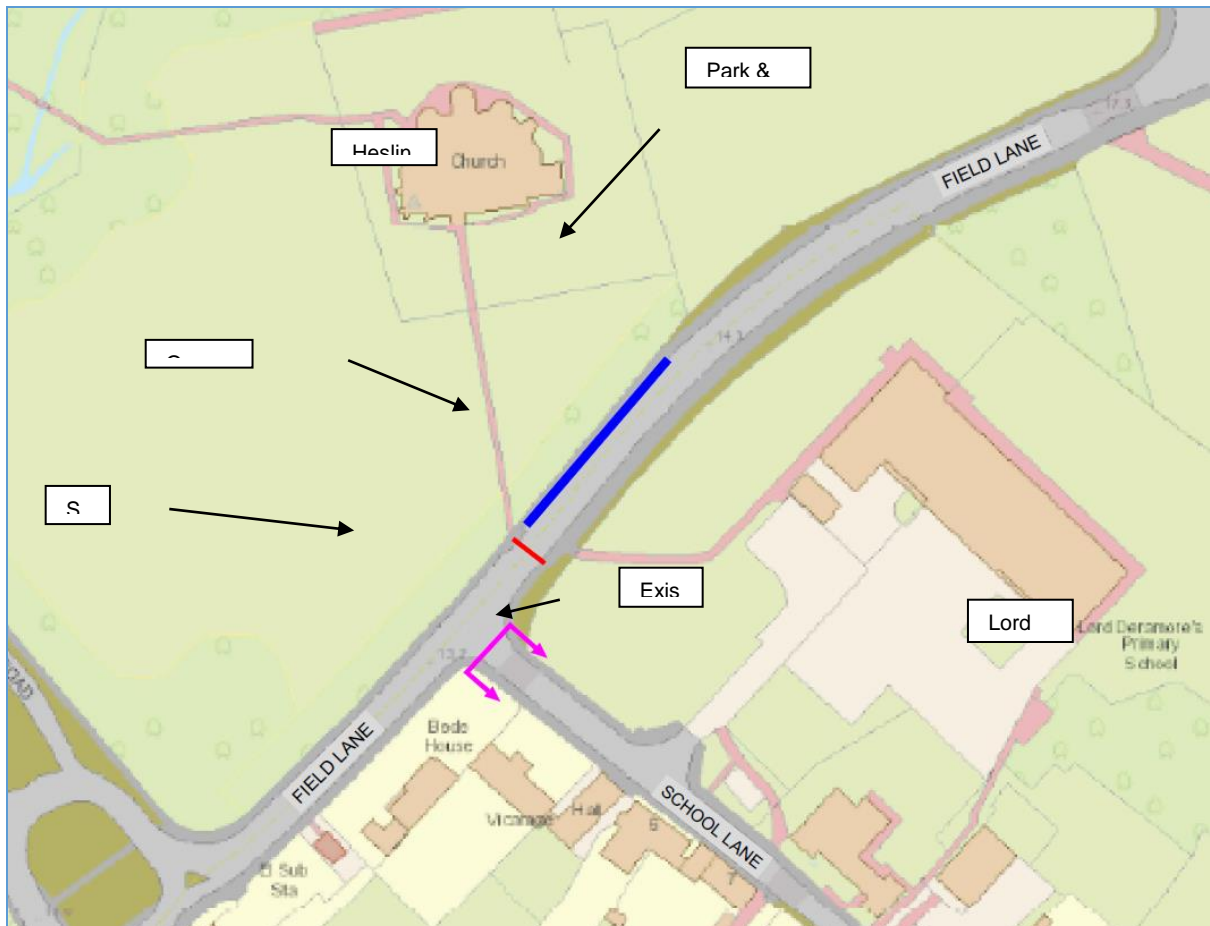
Reason: To provide a safer crossing point for the school crossing patrol to operate from and to better manage speeds along this busy section of Field Lane.

Background

3. Lord Deramore’s Primary School is situated on the corner of School Lane and Field Lane in Heslington. The school has recently moved to a new modern school building on the site and this combined with the new park and stride car park at the church opposite the school has significantly increased the volume of pedestrians using the entrance on Field Lane. The entrance is currently served by a School Crossing Patrol (SCP) who ensures children and their parents/guardians can safely cross the Field Lane.
4. Field Lane links the University of York’s Campuses and beyond Fulford to the West and Hull Rd to the East. It is subject to a 30mph with only

School Lane currently captured by the 20mph School Safety Zone as the majority of school activity previously took place here. It is a busy route especially in the AM peak which coincides with school start time. It is also a bus route used by four services and due to its location close to the outskirts of the city it is also used by agricultural vehicles.

5. Immediately adjacent to the small buildout from where the SCP operates there is a 45m length of on road parking bay which is subject to a traffic regulation order allowing 2hrs of parking Mon-Fri 8am-6pm, no return with 1 hour. When occupied this reduces visibility between the crossing patrol and vehicles approaching from the east. This coupled with the speed and volume of traffic especially at school start time has made it difficult for the crossing patrol to operate and the SCP officer regularly feels vulnerable and at risk.



6. During the development of Campus East Church Lane was constructed aiming to distribute the flow of traffic more evenly through this area of Heslington and reduce traffic volume on this length of Field Lane. This has had limited success in achieving a balanced distribution and so Field

Lane is still heavily trafficked. A raised toucan crossing was provided at the entry to Field Lane at the Church Lane junction. This serves as an isolated calming measure with limited success in slowing vehicles.

Initial Scheme Proposals

7. After meeting with the SCP and observing the issues present, it was evident that if the site was to be sustainable and the current SCP retained then changes were required on Field Lane. A scheme was developed which proposed the removal of 3 parking bays and provision of a traffic calmed 20mph zone on Field Lane.

Consultation

8. Consultation was undertaken in two stages.
9. Consultation letters were initially delivered to 53 properties including the Primary School and the Church in order to gauge local opinion regarding the proposed measures. Consultation responses were mixed but some good ideas were suggested which have led to minor alterations to the proposals, including:
 - Extending the existing off road cycle lane on the southern side to link with School Lane.
 - Improving the entrance to the existing Park and Stride car park (located within the church grounds).
 - The width of the speed table was also extended to ensure the crossing could be converted to a parallel crossing in the future to allow it to be connected to cycle route proposals being developed by Sustrans.
10. These initial responses and amendments to the scheme design were considered at by the Assistant Director (Transport, Highways and Environment) and approval given to advertise the required Traffic Regulation Orders for the proposed changes to the parking restrictions along with the 20mph Zone concurrent to a wider consultation.
11. The TRO's were advertised between 6th and 27th September 2019. A notice was published in the local press and notices were posted on street. Letters including details of the revised scheme along with details of the TRO's were delivered to the 53 properties previously consulted,

ward councillors, emergency services and other road user groups. The full consultation and TRO notices are attached as ANNEX A.

12. No objections were received to the Traffic Regulation Orders.
13. Three responses were received to the wider consultation - one in support of the scheme from Heslington Church and two offering comments on some elements of the scheme detailed below.
14. Heslington Parish Council responded, noting support for the scheme in terms of improvements to pedestrian safety, but repeating their concerns regarding the vertical traffic calming which they do not consider necessary to bring speeds down due to other traffic calming measures in the area. They also do not support the shared use cycle section of off-road facility.

15. *Officers Response –*

A 20mph Zone must be self-enforcing. To ensure vehicle speeds are reduced to an acceptable level traffic calming is required. The proposed vertical measures also allow the provision of a raised crossing for the school patrol to operate on, making the facility much more visible.

The pedestrian / cycle element of the scheme was included to allow cyclists to join the existing off-road route at School Lane and to future proof the scheme for cycle route improvements in the area under consideration by Sustrans. The footway is wide enough to accommodate this and alterations will be made to the footway width at the corner to ensure users can safely rejoin the carriageway at School Lane.

16. One resident responded asking that the works on the corner of school lane involve widening the footway and that we reconsider the position at which cyclists rejoin the carriageway as they consider the proposed location to be inappropriate.

17. *Officers Response –*

The footway at the corner of School Lane and Field Lane will be widened as much as possible to help users negotiating this section.

Various options for the location of the cycle on facility for Field Lane southbound have been considered to allow cyclists wishing to travel onto University Road or Heslington Lane to rejoin the carriageway before the crossing and side road. On balance the current location was considered most suitable. The location is within the 20mph zone so speeds should be lower as drivers will have already negotiated the first set of cushions. The location also means the markings do not overlap with the school keep clear zig-zag markings which could be confusing.

Options

18. Option 1: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A.
19. Option 2: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A *with minor changes*.
20. Option 3: Abandon the scheme and do nothing on Field Lane.

Analysis

21. Option 1 provides a scheme which seeks to make the school crossing patrol much more visible and highlight the presence of the school to passing traffic. The traffic calming will reduce vehicle speeds making the operation of the SCP much easier and safer, further encouraging use of the Park and Stride at the church. The proposals also make improvements to facilities available for cyclists.
22. The few negative comments we received to the original consultation were mostly addressed with only the concerns of the Parish Council not being accommodated. This is not considered feasible if we are to introduce a 20mph Zone which is effective in reducing speeds.
23. Option 2 provides an opportunity for the Executive Member to make minor changes to the scheme if considered feasible and appropriate.
24. Option 3 does nothing to improve the current arrangement which is putting the SCP and therefore pedestrians at risk so cannot be recommended. Doing nothing could also result in the loss of the SCP at

this site. The loss of this facility could lead to a reduction in pupils walking to school.

Council Plan

25. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the new Council's Plan.

26. The scheme as recommended relates to several of the key outcomes:

- getting around sustainably
- a better start for children and young people
- safe communities and culture for all
- an open and effective council

The school crossing patrol offers a valuable frontline service for the school community and without the improvements recommended in this report that service could be lost placing parents and young children at risk.

Through the consultation process we have listened to the views of the local community and amended the scheme where possible to help improve the highway for other users alongside the benefits for the school.

Implications

27. The following implications have been considered:

- **Financial** – The scheme costs of the recommended option have been estimated at £50,000 including staff costs. This is affordable from the school safety budget allocation in the 19/20 capital programme.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / equalities implications.
- **Legal** – The approval of the TROs will allow the changes to the speed limit and parking restrictions to be legally formalised.
- **Crime and Disorder** - There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications.

- **Property** - There are no property implications.

Risk Management

28. In compliance with the Council’s risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:

29. Stakeholder – There is a reputational risk in connection with the overruling of the objections to the scheme from Heslington Parish Council who may continue to object to the introduction of traffic calming or raise concerns about the measures post installation.

| Risk Category | Impact | Likelihood | Score |
|---------------|---------------|------------|-------|
| Stakeholder | Insignificant | Possible | 4 |

30. The recommendation significantly reduces the risks compared to the current arrangement which puts the SCP at risk due to the reduced visibility. If the recommendations are not approved it is likely that the SCP site may become vacant which would increase the risk of crossing the carriageway at this location for parents and children. The minor reputational risk is outweighed by these concerns and so no mitigation is considered necessary.

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
 Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Director – Economy and Place

**Report
 Approved**



Wards Affected: Fulford and Heslington / Hull Road

All

| |
|-----|
| N/A |
|-----|

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A – Consultation package – including scheme proposals plan and TRO Notices.

List of Abbreviations Used in this Report

SCP – School Crossing Patrol

TRO – Traffic Regulation Order



Economy and Place Directorate

West Offices
Station Rise
York YO1 6GA

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

Our Ref: TP/180030/TRO/01

06 September 2019

Dear Resident,

**Lord Deramore's Safe Routes to School Scheme
Update and Traffic Regulation Order**

You may remember us writing to you back in January regarding proposed changes to Field Lane to improve road safety close to Lord Deramore's Primary School. The scheme sought to reduce traffic speeds, improve visibility at the crossing point and improve driver awareness of the school site. The responses from the community raised some issues which the initial scheme didn't address and in response the scheme has now been amended to include:

- Improved facilities for cyclists at the junction of School Lane.
- For cyclists travelling west to Heslington Lane or University Road a new ramped area is provided so they can rejoin the carriageway before the school keep clear markings.
- Additional double yellow line parking restrictions to further reduce the parking bay providing improved visibility out of the church car park.
- A longer speed table to allow for future improvements to the crossing.

A plan showing the full set of proposals is attached.

If you would like to make any comments regarding these proposals, please submit them to me no later than **Friday 27th September 2019**, preferably in writing or by email. Any objections to the scheme will be included in a report to the Executive Member for Transport to help decide if the proposals should proceed.

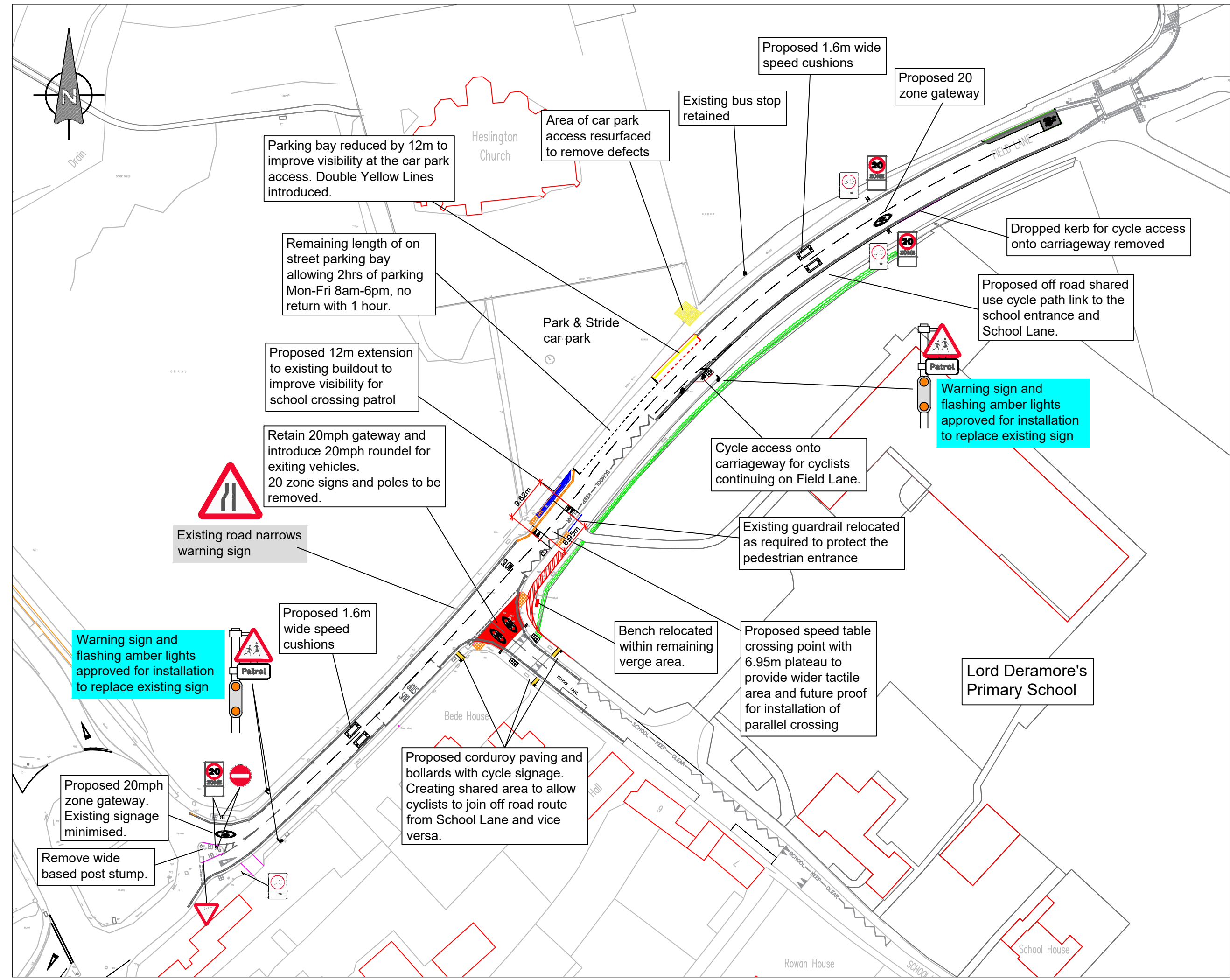
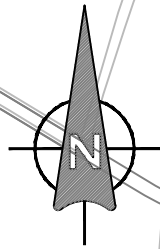
These proposals also require alterations to the Traffic Regulation Order to allow the extension of the double yellow lines and an amendment to the Speed Limit Order for the introduction of the 20mph Zone. These are being

advertised at the same time as this consultation, notices and plans are attached. I do hope you are able to support the proposals but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice, to arrive no later than the date specified in the Notice.

Should you require any further information in regard to this item then please contact the project manager, Ben Potter, telephone (01904) 553496, email ben.potter@york.gov.uk.

Yours faithfully,



Ben Potter
Engineer – Transport Projects



NOTES:

1. All road markings on Field Lane and School Lane to be refreshed.

LEGEND

-  Verge converted to footway
-  Existing car park surface excavated and replaced with full pavement construction

BASED UPON THE GEOSANCE SURVEY APPROVED WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONARY OFFICE. NO OTHER COMMENT, UNAUTHORIZED REPRODUCTION OF THIS DOCUMENT IS STRICTLY PROHIBITED AND WILL LEAD TO PROSECUTION FOR THE OFFENDER.
City of York Council OS Licence No. 1000 20818

OUTLINE DESIGN

| Revision | By | Checked | Approved | Date | Description |
|----------|----|---------|----------|------|-------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |



Project
18/19 Safe Routes To School
Lord Deramore's School
SRS - 20 Zone with traffic calming

Drawing
Proposed Layout
General Arrangement

| | | | |
|----------------|-----------------|-------------|------------|
| Drawn by | BP | Date: | 14/05/2019 |
| Checked by | | Date: | |
| Authorised by | | Date: | |
| Drawing No. | TP/180030/GA/04 | Revision | |
| Drawing Scale: | NTS | | A1 |
| CAD Filename: | | Plot Scale: | 1:500 |

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK SPEED LIMIT (AMENDMENT) (No 14/13)
ORDER 2019

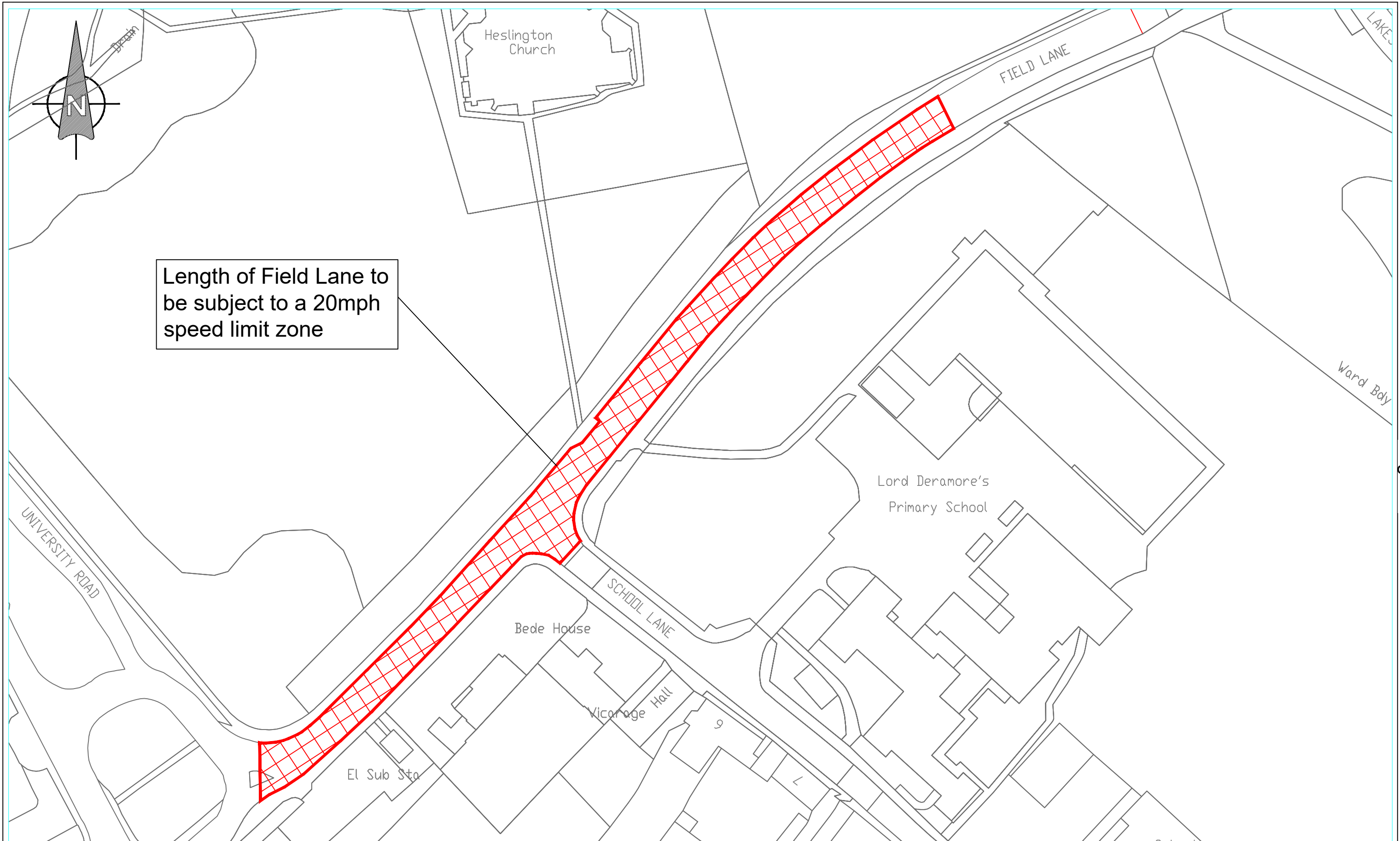
Notice is hereby given that City of York Council, in exercise of powers under Sections 82, 83, 84 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect, of:

Introducing a 20 miles per hour (mph) speed limit in Field Lane, Heslington, between its junction with University Road and a point 83 metres south west of the projected south western kerbline of Lakeside Way, Heslington thereby revoking the existing 30mph speed limit from within that length.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 27th September 2019.

Dated the 6th day of September 2019


Director of Economy and Place
West Offices, Station Rise,
York, YO1 6GA
Email: highway.regulation@york.gov.uk



Length of Field Lane to be subject to a 20mph speed limit zone

©CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818

L:\DOCUMENT\Transport Projects\Projects\11 - School Schemes\19_2015. Lord Deramores SRS 1920\TRO\Lord D's Speed Limit Change ver2.dwg

| | | | | | | | | | | | |
|---|------------|----------|----------|---------|-----|-----------|------|--|-------|------------------|--|
|  <p>Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p> | DRAWN BY | | B Potter | INITIAL | REV | AMENDMENT | DATE | Lord Deramore's Primary School Safety Zone 20 mph Speed Limit Extension | SCALE | NTS | |
| | CHECKED BY | | | | | | | | | | |
| | DATE | 15/08/19 | A3 | | | | | | | TP/180030/TRO/02 | |

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/39)
TRAFFIC ORDER 2019

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

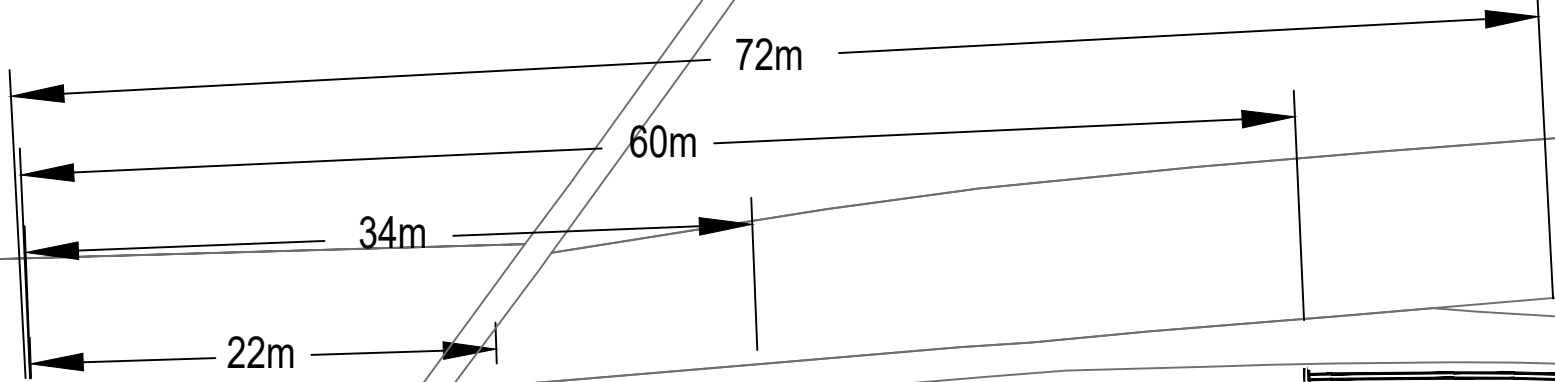
Introducing 'No Waiting at any time' restrictions in Field Lane, Heslington, on its north west side, as follows:

- (a) between points 22 metres (terminal point of existing 'No Waiting at any time' restrictions) and 34 metres north east from the projected north eastern kerblines of School Lane, thereby revoking existing the 8am-6pm Monday-Friday parking place providing a limited parking period of 120 minutes parking from within that length;
- (b) between points 60 metres and 72 metres (terminal point of existing 'No Waiting at any time' restrictions) north east from the projected north eastern kerblines of School Lane, thereby revoking existing the 8am-6pm Monday-Friday parking place providing a limited parking period of 120 minutes parking from within that length.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 27th September 2019.

Dated: 6th September 2019

Director of Economy & Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk



Buildout extension to be constructed

Extend "No waiting at any time" Double Yellow Lines to improve visibility for crossing point.

Parking bay - Mon - Fri
8am - 6pm, 2 hours.
Reduced in length.

Extend "No waiting at any time" Double Yellow Lines to improve visibility at car park access.

Page 69

L:\DOCUMENT\Transport Projects\Projects\11 - School Schemes\19_2015_Lord Deramores SRS 1920\TRO\Lord D's TRO PLAN.dwg

©CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818



| INITIAL | REV | AMENDMENT | DATE |
|----------|-----|-----------|------|
| B Potter | | | |
| | | | |
| | | | |

DRAWN BY
CHECKED BY

SCALE NTS
DATE 15/08/2019

A4

Lord Dermore's Primary School Safety Zone
TRO Plan

TP/180030/TRO/01

This page is intentionally left blank



Decision Session – Executive Member for Transport**21 November 2019****Strensall Road, Earswick
Experimental 40mph Speed Limit****Summary**

1. This report details the results of an experimental traffic regulation order to introduce a 40mph speed limit on Strensall Road, Earswick and asks the Executive Member to make a decision on whether to make the order permanent.

Recommendations

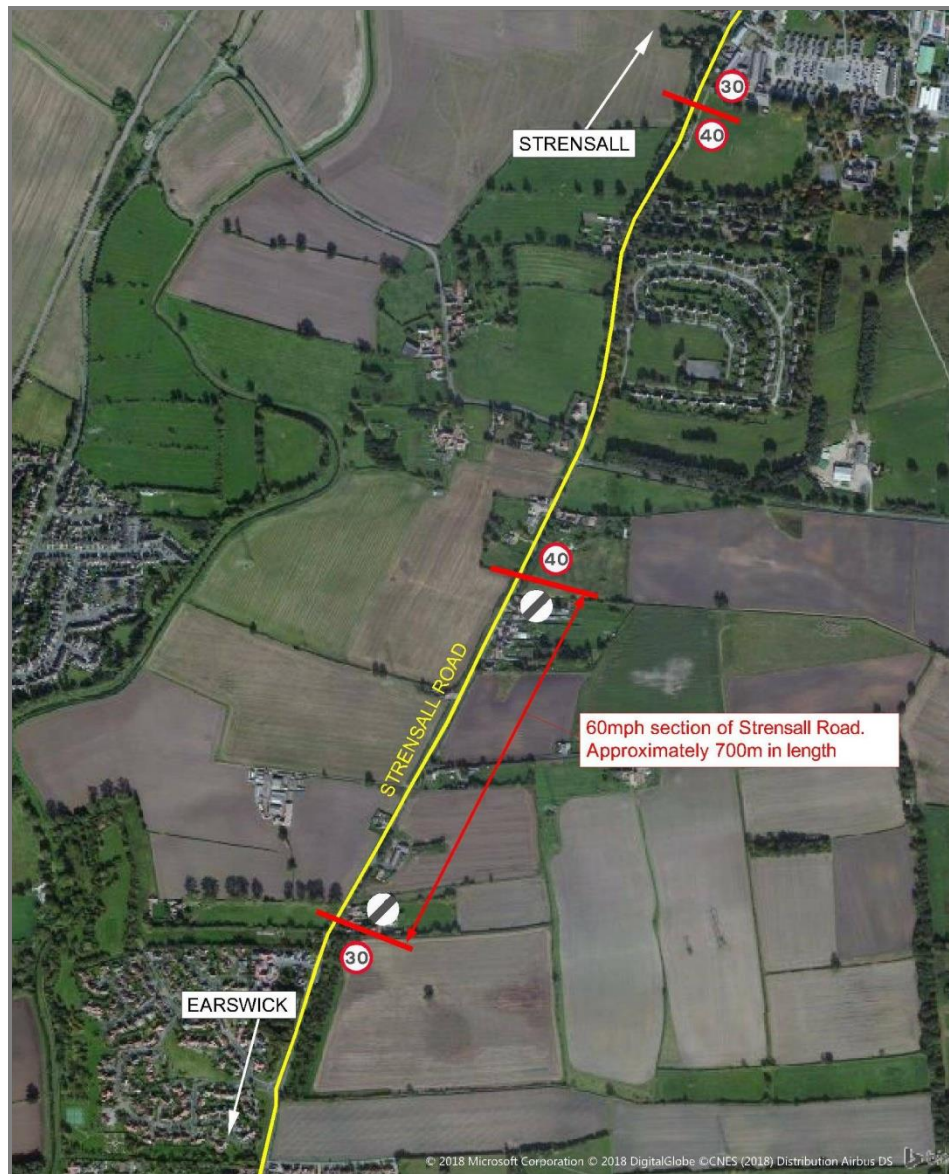
2. The Executive Member is asked to approve Option 1 – Make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.

Reason: The speed data supports the retention of the new section of 40mph and the majority of comments from consultees have also been in support of the new limit.

Background

3. A petition to reduce the speed limit to 40mph on Strensall Road between Earswick and Strensall was received by City of York Council and was considered by the Executive Member for Transport and Planning at a decision session on 13 April 2017. The decision taken at the meeting was that the issue be considered as part of the annual danger reduction measures across the city. It was therefore added to the 17/18 danger reduction programme.

4. The section of Strensall Road in question is shown on the plan below indicating the speed limit changes in the area.



5. Strensall Road provides a link between the A1237 northern ring road and Strensall Village to the North of York. Along the southern most length of the road is the small village of Earswick which has an appropriate speed limit of 30mph. Continuing North the environment opens up with the road flanked by open fields and a small number of properties, this section (approximately 700m long) is derestricted and therefore subject to a speed limit of 60mph. As the road reaches the junction with Towthorpe Moor Lane the speed limit reduces to 40mph to ensure slower vehicle speeds past the crossroads which had been an accident cluster site until work was carried out in the last 10 years. The speed limit reduces to 30mph again as drivers enter Strensall village.

6. Following a review of the speed limit request a decision was made in April 2018 by the then Executive Member for Transport and Planning to implement an experimental speed limit order to reduce the derestricted section of Strensall Road to 40mph.
7. The order was made on 12 July 2018 with a maximum timescale of 18 months. A plan showing the extents of the experimental order is attached as **ANNEX A**.

Speed Data

8. Speed Data was gathered twice during the experimental order period. The results are summarised in the below:

| Survey location - New area of 40mph limit | | | | |
|---|------------|------------|-----------------------------------|------------|
| | Mean Speed | | 85 th Percentile Speed | |
| | Southbound | Northbound | Southbound | Northbound |
| Before | 39 | 42 | 45 | 49 |
| After 1 | 39 | 39 | 45 | 44 |
| Reduction | 0 | -3 | 0 | -5 |
| After 2 | 40 | 40 | 45 | 45 |
| Reduction | +1 | -2 | 0 | -4 |

9. Speeds have reduced northbound and generally stayed at the same level for southbound traffic. Mean and 85th percentile speeds are also below the enforcement threshold recommended in the Association of Chief Police Officers guidelines for speed enforcement.
10. Speed data was also gathered in the existing 40mph section of Strensall Road north of the experimental section and the 30mph section to the south. Speeds to the north have generally reduced between 1 to 3mph and are all in line with what we would expect to see for a 40mph limit.
11. However, vehicle speeds in the 30mph limit, which were already slightly higher than we would like to see, have increased slightly across the board by a maximum of 2mph.

Consultation

12. At the time of making the order letters were delivered to local residents giving them an opportunity to comment on the speed limit. Four responses were received.
13. Three residents supported the change but were sceptical that it would work without enforcement. One suggested that additional or larger speed limit signing was required. They also noted the higher speeds in the 30mph limit which the speed data has since confirmed. The fourth response was an objection on the grounds that the 40mph limit was unnecessary as it was inappropriate for the road environment.
14. Local Councillors were also approached for comments and both responded offering their full support of the retention of the reduced limit. Their full comments are attached as **ANNEX B**.
15. Earswick Parish Council also responded with details of a survey they organised to gather views on the 40mph trial. The results are detailed in the letter attached as **ANNEX C**. The conclusion being that Earswick Parish Council support making the 40mph speed limit permanent and are looking into Community Speed Watch for the 30mph limit.
16. The speed data and our recommendation to retain the 40mph limit was shared with North Yorkshire Police. Having reviewed the information they are happy to support the retention of the limit and agree that some work should be carried out within the 30mph limit.

Options

17. Option 1: Make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.
18. Option 2: Make the 40mph speed limit order permanent.
19. Option 3: Revert this section of Strensall Road to a 60mph limit and replace the signing.

Analysis

20. The data and the majority of the responses from the local community support making the 40mph speed limit order permanent. The data also suggests that some minor work to the 30mph limit may be required, such as signage improvements and a review of the Vehicle Activated Sign, to bring vehicle speeds more in line with the existing limit. Option 1

provides a response to both of these outcomes from the introduction of the experimental order.

21. Option 2 does not address the minor problem in the 30mph limit which has been exacerbated by the introduction of the new section of 40mph limit and so cannot be recommended.
22. Option 3 doesn't support the community and would be met with a negative response from local residents.

Council Plan

23. This section explains how the proposals relate to the Council's new council plan and directly delivers the open and effective council outcome. The work to alter the speed limit was initiated through a petition from the local community and the recommendation to retain the new limit is based on feedback from local residents.

Implications

24. The following implications have been considered:

- **Financial** – The scheme cost is minimal as the speed limit signs are already in place. A budget allocation for minor works in the 30mph limit will be required and will be reviewed through Transport Board.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / equalities implications.
- **Legal** - The approval of the scheme will allow the experimental Speed Limit Order to be legally formalised.
- **Crime and Disorder** - There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications.
- **Property** - There are no property implications.
State here any other known implications i.e. Highways (Contact – relevant Head)

Risk Management

25. In compliance with the Council's risk management strategy, the recommendations in this report have been assessed and no associated risks have been identified.

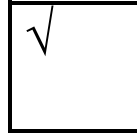
Author:

Ben Potter
Engineer
Transport Projects
Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Director – Environment and Place

Report
Approved



Wards Affected: Strensall

All

| |
|-----|
| N/A |
|-----|

For further information please contact the author of the report

Background Papers:

13 April 2017 – Executive Member Decision Session – Strensall Road
Petition for Speed Limit Reduction

12 April 2018 – Executive Member Decision Session – Strensall Road Speed
Limit Update

Annexes

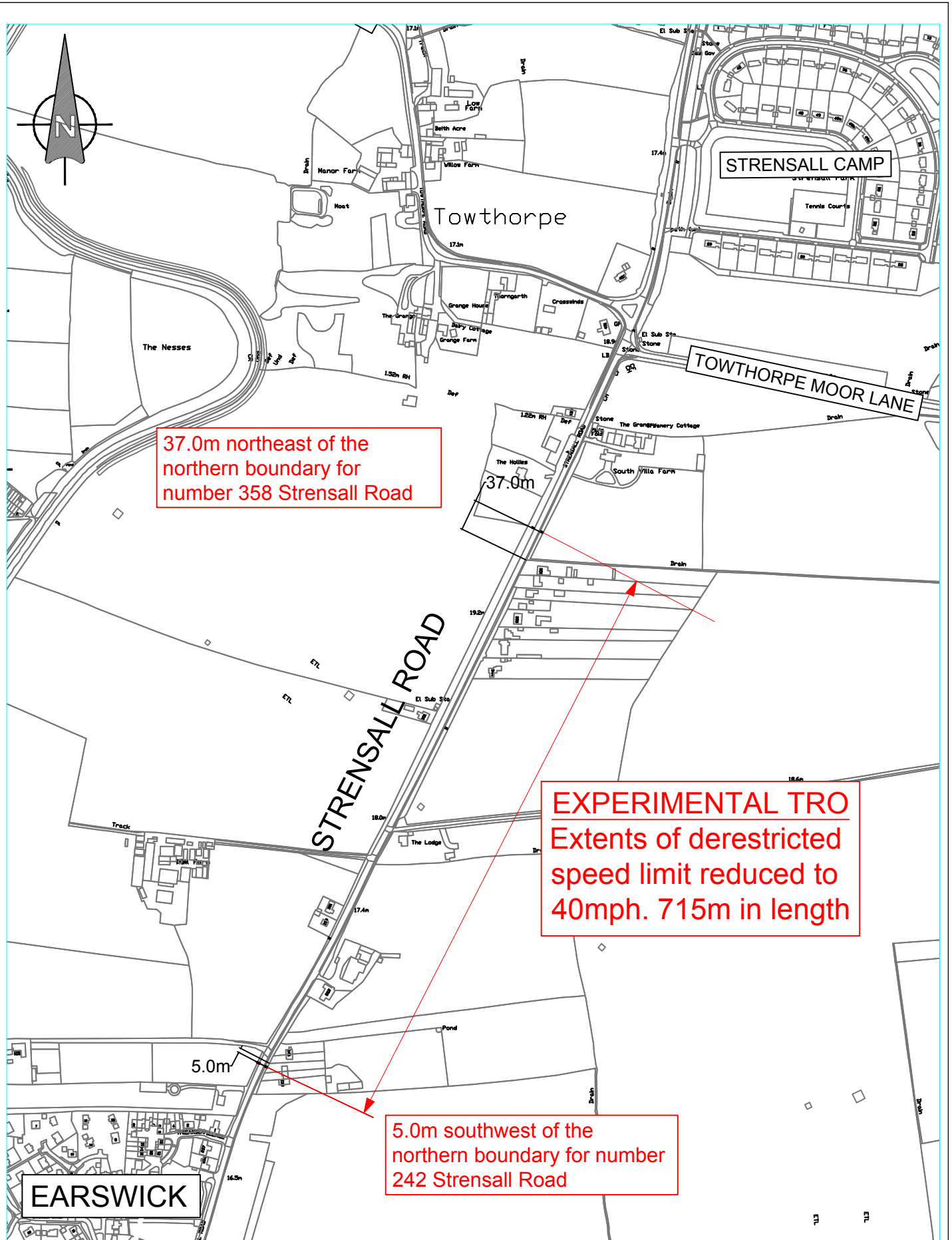
Annex A – TRO Plan

Annex B – Ward Councillor comments


Annex C – Earswick Parish Council Letter

List of Abbreviations Used in this Report

TRO – Traffic Regulation Order



L:\DOCUMENT\Transport Projects\Projects\10 - Safety & Accessibility Schemes\Danger Reduction\DR 1718\Strensall Rd Earswick\Speed limit\drawings\Strensall Rd Experimental TRO plan.dwg

| | | | | | | |
|--|--|------------|------|------------------|------------|----------|
|  <p>CITY OF YORK COUNCIL Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p> | Strensall Rd, Earswick Experimental 40mph TRO | | | SCALE | NTS | |
| | | | | DATE | 04/07/2018 | |
| | REV | AMENDMENTS | DATE | DRAWN | DRAWN | B Potter |
| | | | | | CHECK | |
| | | | | TP/170018/TRO/01 | | |

This page is intentionally left blank

Councillor Responses

Cllr Fisher:

Having consulted a number of affected agencies, I am very happy to support making the 40mph speed limit on Strensall Rd permanent.

It makes the road much safer for drivers, cyclists and local residents who find it much easier to enter and leave their drives.

Cllr Doughty:

Residents along Strensall Road and in Earswick village itself, through the petition that I was pleased to present at Council, called for the speed limit to be reduced to help make it a safer road for them and all users. I am pleased that the Executive Member for Transport at the time granted an experimental period of 18 months to test the reduction of the 60mph section to 40mph. Now that the trial period is coming to an end, I give my total 100% backing to making this switch permanent and call on the Executive Member to make this decision accordingly.

In discussions with residents since the trial began, I am told they believe the road is much improved in terms of safety and ability to exit driveways more safely. This will be considered anecdotal but I am also told that vehicle noise has also been greatly reduced which is an ancillary benefit to them. While I am also sure there will always be a small minority who flout speed limits, I am pleased to say I haven't had a single complaint about speeding since the trial introduction, on a road where I used to receive them frequently.

The main arguments to make this permanent are the same as previously outlined at the time of petition. It is a busy road. There are a couple of guest houses and a small caravan site as well as homes running down much of the way on one side with caravans, motorhomes and agricultural vehicles all requiring to merge into the highway. Residents who previously told me it was extremely difficult to exit their driveways for an appropriate gap in traffic due to speed, now tell me it is easier and the the slower traffic also seems to have increased courtesy amongst road users. Since the trial began, an equestrian centre is now also operating which makes the speed reduction all the more imperative.

One of the strongest arguments remains vulnerable road users – notably those that cycle. The route has always been extremely dangerous for cyclists and with no cycle path, returning to 60mph should not be contemplated. Ward Councillors and both Parish Councils affected have previously pressed for a safe cycle route linking Strensall with Huntington through Earswick but this has not yet been forthcoming due to financial costs involved. I take this opportunity to remind Officers and the new Executive Member for Transport that several hundred schoolchildren attend Huntington Secondary School from Strensall and Earswick and a cycle path remains high on the list of priorities of residents in the ward.

In summary, I urge the Executive Member and will thank him to support making the trial 40mph speed limit permanent along the specified section of Strensall Road.

Mr B Potter
Transport Projects
Hazel Court Eco Dept
James St
York
YO10 3DS

Earswick Parish Council
24 Lock House Lane
Earswick
York
YO32 9FT
Tel: 01904 758615
E: earswickclerk@aol.com

29.9.19

Dear Mr Potter

RE 40mph Trial Strensall Road, Earswick

Following a survey of Earswick residents, carried out on behalf of the Earswick Parish Council, the following questions and results were recorded.

Q1 *If you are a resident who lives on Strensall road, do you think the reduction in the speed limit, has made any difference to the speed of the traffic?*

Q2 *If you are a resident who lives on the Strensall road, do you think the noise level has diminished?*

Q3 *To all residents, has it made any difference to entering or exiting from properties or roads?*

Q4 *Do you wish to see this speed limit retained permanently?*

Analysis of the results.

18 out of 20 residents adjacent to the restricted speed replied yes to Q1 and Q2.

35 out of 42 residents felt it had improved the entering and exiting from properties and roads.

37 out of 42 residents felt the speed limit should remain permanently.

Other comments were that an occasional presence of a speed camera would deter motorists to slow down when entering the 30 mph area. To this end Earswick Parish Council have been making enquiries into the Community Speed Watch scheme to set up monitoring of speeds through the village.

In conclusion, Earswick Parish Council would like to support the continuing of a permanent speed limit of 40 mph along the Strensall road, as indicated on the plan in your email to Cllr Doughty on 10th September 2019.

Yours sincerely



Joanne Fisher
Clerk to Earswick Parish Council

This page is intentionally left blank